



AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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D. K. MINOR, EDITOR.]

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, OCTOBER 31, 1835.

SEE LAST PAGE.

FIRST ANNUAL REPORT OF THE NEW-YORK AND ERIE RAILROAD COMPANY.—We are highly gratified to be able to lay before our readers the First Annual Report of this Company. When we take into consideration all the circumstances which have tended to retard the progress of this truly magnificent work, we are only surprised that, with all the perseverance, industry, and ability of those few firm friends, who have stood by it through good, and through evil report, so much progress has been made. It is no small matter, in a work like this, and through a section of country so little known, (and less cared for by many of the more favored,) to make good the first campaign. There are always timid and doubting friends, who often do more injury than open and bold opponents. There are almost always innumerable private interests to be adjusted, and strong prejudices to be overcome, which tend to retard the progress of such works. Yet, notwithstanding all these, and the powerful opposition of the Canal interest, or of many of the inhabitants living in the vicinity of the Canal, the Company is now ready to put 40 miles of the Road under contract, and probably as much more will be ready this fall or early in the spring.

By this Report it will be seen that the obstacles to be surmounted are not of the magnitude which has been apprehended,

and, even by many, asserted. The Company intend first to construct those sections which may be used in connection with other improvements to best advantage, before the whole line is completed, that the investments may, at an early period, become productive. This is undoubtedly the true policy, as it will not only give value to the stock, but also confidence in the early completion and ultimate success of the work.

The Report of the Board of eminent Engineers, which accompanies that of the Board of Directors, must, we feel confident, remove the doubts of all intelligent and reasonable men, as to its entire feasibility, whether they be in favor or opposed to the construction of the work; and it will, most assuredly, stimulate to renewed activity, those of its friends who have never, even in the darkest period of its history, relaxed in their efforts to enlighten those who doubted, and to insure its early completion. We ask for this Report a candid and dispassionate perusal, especially by those who have heretofore given the subject any thing but the light of their countenance, and the aid of their ability.

THE RAILROAD AND CANAL MAP.—The period at which the *second* edition of this Map was to be published, has long since passed; but the work is not yet even ready for the press. We regret exceedingly this delay, as daily calls are made for it. Yet we have not been able to obtain, except in a few instances, from the Engineers and other gentlemen having the charge of the various Railroads, such statements as we desire to publish.

As it is about the season for the publication of the *Annual Reports* of the different Companies, it is much to be desired that duplicate copies of each Report should be forwarded to us, at the earliest possible period, as well for publication in the Journal, as for the use of the Map; and we would therefore respectfully request our friends,

on each Railroad and Canal, who have not already furnished a description of the work under their care, to forward such a description as will give a correct idea of the work as it now is, and also as it is designed to be when completed. We ask this *precise* information not only for our own use, but also for the use of others; and especially for the use of gentlemen abroad, who look with much interest to this country for improvements in the construction of Railroads, as will be seen by the annexed extract of a letter from a gentleman at Leipzig.

“Leipzig, 26 Aug., 1835.

“The writer of these lines being a member of the Board of Directors of the Leipzig and Dresden Railway Company, feels much interested to know what is going forward with you in this line of undertaking, and would thank you very much for gathering and forwarding the new publications which appear in your country in relation to this subject; (the Railroad Journal is in our possession already.) A few days ago, we have been told that one of your Companies (the Boston and Providence, or the Baltimore and Ohio) had published a Report, like those of the Manchester and Liverpool Company, stating the receipts, expenses, &c., and it would be highly interesting to us to have it. If you have an opportunity to procure it, or any other statements of this nature, you would highly oblige us.”

We shall be much gratified to be the medium of communicating the desired information, for any gentlemen who may be disposed to forward their Reports in pamphlet form; and it is our intention to publish hereafter, in the Journal, a part, or the whole of every Report, which has in it any thing which we think may be useful to those interested in Railroads.

We now have on hand many documents, from which it is our intention to make copious extracts.

TO RAILROAD CONTRACTORS.—The advertisements of the Baltimore and Susquehanna, and the Wrightsville and York Railroads Companies, published in this number of the Journal, will, we presume, receive proper attention from those of our

readers who are engaged in that line of business.

FAIR PLAY IS THE JEWEL.—A worthy and valued correspondent of ours says, in referring to the letter of E. F. Johnson, published in a recent number of the Railroad Journal, "It struck me as singular that you should publish this criticism, without having printed the document to which it refers,"—and it was as surprising to us as to our correspondent, that we had so long omitted to republish the "Document," or Report of Messrs. Jervis, Hutchinson, and Mills, which was addressed to the Canal Board in March last.

We were indebted, at the period of its publication, to Mr. Jervis for a copy, which we marked for publication, but which was put into pigeon hole No. 1, instead of the hands of the compositor, where it securely rested until we were induced, from reading the letter of Mr. Johnson, to examine the files of the Journal for the Report of those gentlemen, when, Lo! it was not there. As our object is to elicit the truth, for the general good, and not to oblige any one man, or set of men, we shall republish, in our next number, the Report of Messrs. Jervis, Hutchinson, and Mills; and shall then reprint a few extra copies of the Journal, containing both the Report and the letter of Mr. Johnson, that those who desire may have them together.

TO CORRESPONDENTS.—We have on hand several valuable communications for the Journal, in relation to, and accompanied by drawings of, various kinds of Bridges. One of them, that giving a representation and description of Colo. Long's Patent Bridge, has been in hand, we are ashamed to say, since January last; and another, upon the subject of a *Suspension Drawbridge*, has been in hand since March—both of which deserved better things than to be crammed into a pigeon hole, there to remain through the damps of spring and the heat of summer. If the gentlemen, who were so obliging as to forward them, will pardon this long delay, we will give them an early insertion, and promise more prompt attention to future favors.

We also have a plan of an *Iron Drawbridge*, designed for Canals, to which we shall also give early attention.

In addition to the above, we have been favored with the specifications and drawing of Lewis Wernwag's Revolving Bridge, and Self-adjusting Railway Car, both of which shall be attended to at our earliest convenience.

STEAM ENGINE WANTED.—A good, second hand, Steam Engine, of 10 or 12 horse power, is wanted for a boat to be used on a Canal. Any gentleman having an engine suitable for that purpose, which he can sell cheap, may address a note to, or call upon, the Editor of this Journal, who is desired to make inquiry, and to communicate the result to the advertiser.

The Board of Directors of the New-York and Erie Railroad Company, beg leave to submit to the Stockholders, their first
ANNUAL REPORT.

The Company was incorporated by the Legislature of New-York, on the 24th day of April, 1832, with power to construct a Railroad from the City of New-York to Lake Erie,—to transport persons and property thereon,—to regulate their own charges for transportation,—and to take tolls on any part of the route as fast as sections of ten miles should be completed.

The line of the route is not otherwise fixed by the charter, save that it is to be confined at all times to the southern tier of counties of this State, commencing at the City of New-York, or at such point in its vicinity as shall be most eligible and convenient therefor, and continuing through said counties, by way of Owego, to some point on the shore of Lake Erie within this State west of Cattaraugus Creek.

In evident contemplation of the construction of the different sections of the work progressively, the Company are allowed ten years from the date of their charter, within which to finish one-fourth part of the Road—fifteen years for one half—and twenty years for the whole. By an amendment passed May 8, 1835, they are authorized to commence the Road at any point on its route, which they may deem most eligible, and to use a single or double Railway thereon.

Being authorized to construct single, double, and even triple tracks, and transport persons and property thereon, they are allowed to receive subscriptions of capital stock to the amount of ten millions of dollars; but, by an amendment passed April 19, 1833, are empowered to commence the prosecution of their objects whenever one million shall have been subscribed.

The State reserve the right, after the expiration of ten, and within fifteen years from the completion of the Road, to take it, with its fixtures, for public use, on paying the cost thereof, to the Company, with interest at fourteen per cent. per annum.

No survey of the route had been made prior to the act of incorporation, but in the summer of 1832 a *reconnaissance* was conducted under the authority of the Government of the United States, by the late Colonel De Witt Clinton, which resulted in ascertaining that the supposed difficulties of the undertaking had been greatly over-rated, and in presenting strong inducements for obtaining a more complete and accurate instrumental survey of the whole line.

It was at all times deemed desirable by the projectors of this enterprise, that the State should participate, in some degree, in the enterprise, for the purpose as well of diminishing the amount of funds necessary to be raised by private subscription, as of assuring protection to the individuals who might embark their means in the work. Whether the requisite assistance of the State should be afforded by a subscription from the public treasury to a portion of the stock of the Company, or a loan of the public credit at a low rate of interest, it was deemed important, and indeed essential, that the survey of the route should be conducted under the authority of the State Government, by engineers of its own selection,—so that any doubts might thereby be prevented, which the opponents of the proposed improvement could otherwise suggest, in respect to the accuracy or fidelity of the survey. An application being accordingly

made during the Session of 1834, a bill appropriating \$15,000 for the survey, and directing the Governor to designate the engineer, was passed on the 6th day of May, in that year, though not without an active struggle, and a close vote in both branches of the Legislature. In May, 1834, his Excellency Governor Marcy appointed BENJAMIN WRIGHT, of this State, to conduct the survey. He entered on his duties immediately after receiving the appointment, and previous arrangements having secured the speedy assemblage of an active corps of assistant engineers, the work was prosecuted with such assiduity, energy, and talent, that the survey of the whole line, 483 miles in length, was finished by the 15th of December in that year, and complete maps and profiles, with the Report, and estimates of Judge Wright, and his two principal assistants, were deposited early in January, 1835, in the office of the Secretary of State.

The plan of the route, recommended by that Report, strikingly manifests the sagacity and ability of this experienced Engineer, and justifies the confidence reposed in him by the Governor. It was peculiarly important to secure the exercise of the soundest discretion in respect to an undertaking embracing so great an extent of line, in order, if possible, to lessen or avoid the lavish and unnecessary expenditures which had been too often witnessed on other public works, both in this country and Europe. To the examination of this branch of the subject, Judge Wright brought the full benefit of his long and varied experience, and it is to the successful results of his efforts in this particular, that the accomplishment of the enterprise will be mainly indebted.

The expenses of constructing a Railroad, (excepting the cost of engineering and superintendence,) may be classified under the general heads, either of Land, Graduation, or Superstructure: denoting, by Land, the cost of acquiring title to the land occupied by the Road-way and its appurtenances; by Graduation, the preparation of the Road-way to receive the Rail-tracks, by means of excavations, embankments, and bridges; and by Superstructure, the tracks and turnouts.

In the present instance, the route of the Road traverses a country where land, as yet, is comparatively cheap; and, therefore, the heavy charges incurred in purchasing the Road-way, disturbing buildings, deranging city and village lots, extinguishing turnpike rights, and the other vexatious expenses incident to a work passing through a district more densely peopled, will be greatly lessened, if not altogether avoided.

The cost of the Rail-track, on this as on any other Road, will vary according to the materials, more or less destructible, of which it may be constructed. Considering that the country, along much of the route, will afford unusually cheap and excellent supplies of timber, it has been deemed altogether advisable to adopt the plan of the iron rail to be laid upon wood, instead of blocks or sills of stones,—proceeding on the principle, that it will be better economy to replace, from time to time, the destructible portions of a work composed in part of timber, than to incur a very heavy outlay, in the first instance, in constructing it wholly of iron and stone.

The reduction of expense to be thus obtained under the heads of Land and Superstructure, is the more important from the circumstance, that it is necessary for the purpose of securing a cheap and easy gra-

duation to lengthen considerably the line of the Road.

It is under the head of Graduation, (which usually embraces much the largest portion of the cost of Railroads,) that the efforts of Judge Wright to reduce the expense of the proposed work, have been most strikingly successful. The object of the graduation, is the conformation of the natural surface, by excavation or embankment, to the artificial grade or level prescribed by the profile of the work. The expense of that operation necessarily depends upon the cubic quantity of material, more or less, which the Engineer, in arranging the plan of the grades, may render it necessary to remove or transpose. It is obvious, therefore, that true economy requires the adoption, so far as may be consistent with the objects and ultimate utility of the Road, of the existing grades presented by the surface of the country, and the selection of such course for the route, as may correspond most nearly with the line of the natural level. According to the theory of Judge Wright, it is better to avoid than to subdue great physical obstacles—to go around the hills rather than to go over or cut through them,—and to seek a cheap and easy graduation by a circuitous route, rather than encounter immense expense in shortening and straightening the line.

In laying out the proposed Road, if a straight course were pursued through the Southern counties, from the City to the Lake, it is quite probable that its total length could be brought within three hundred and fifty miles,—and if the intervening elevations and depressions were cut down and filled up to an uniform level, regardless of the expense to be thereby occasioned, a Railroad laid on such a line would undoubtedly attain the highest degree of utility, of which that mode of communication is susceptible. Such an attempt, in the present instance, would, however, be totally unnecessary,—because the objects of the proposed enterprise do not require such a work, and can be sufficiently and fully accomplished by the cheaper and easier Road recommended by Judge Wright.

The public inconveniences which have led to the present undertaking, consist of the want, at all times, of a more direct and easy access to the Hudson River from the Southern counties of this State, and the total deprivation, during four or five months of the year, of all available means of intercourse between this City and the Western States. It is obviously not necessary, in order to remedy these evils, that a Road shall be constructed, on which the transportation of persons and property, from the City to Lake Erie may be effected, at a very extravagant or excessive rate of velocity, but that a Road upon which the whole passage may be regularly made, at all seasons of the year, within forty-eight hours, will be amply adequate to all the objects of its construction. Such a Road, on a cheap and feasible grade, is now recommended by the Report of Judge Wright; and, in the judgment of the Board of Directors, it will be sufficient for the purpose.

The peculiar topography of the extensive district traversed by the route, indicates the necessity of seeking, as far as practicable, the natural levels. A considerable portion of that section of the country, without being mountainous, has an undulating surface, intersected, however, throughout nearly its whole extent, by a chain or series of Rivers, which fortunately pursue, with little deviation, the general line of direction required for the route of the proposed Road. Those

streams are, moreover, free from sudden falls, flowing at a rate of descent unusually gentle, seldom exceeding fifteen, and frequently less than two feet to the mile, and presenting, almost invariably, on their margins, alluvial flats, interrupted only in a few insulated cases, (principally occurring on the Delaware,) by projecting bluffs. It is, therefore, evident, that by selecting the banks of those streams for the line of the Road, the necessity of cutting through the hills transversely may be avoided, and a graduation obtained, already prepared, as it were by nature, for the reception of the Railway.*

It is this peculiar and striking feature in the surface of the country, as presented by the maps and profiles, now in the office of the Company, (and which the stockholders are particularly invited to inspect,) which will explain the reason why a cheap and easy route has been discovered for the Road in question. By that examination it will be seen, that more than four-fifths of the whole line of 483 miles lies immediately upon the banks of Rivers and their tributaries: that one uninterrupted section of one hundred and twenty-five miles long, is situated on the margin of the Susquehanna and its principal branches; another of eighty-three and a half miles along the Alleghany and its tributaries: one of sixty-nine, and another of thirty-nine miles along the Delaware and its principal confluent; and that other minor sections along the smaller streams, including nineteen miles in the valley of the Ramapo, make up a total amount of at least four hundred and twenty miles, in which the route of the Road obtains the advantage of following the margins of water-courses.

Of the remaining portions of the line, embracing in the aggregate about sixty miles in length, where the route crosses the valleys of the streams more or less transversely, about thirty miles are comprised in different sections within the counties of Sullivan, Orange, and Rockland,—about twenty miles between the head waters of the Delaware and those of the Susquehanna and Chenango,—and the remaining ten miles in the descent to Lake Erie; and, nevertheless, with a single exception hereafter particularly mentioned, no part of the graduation of those portions of the line is found to be uncommonly expensive. The exception is presented in the passage of the Shawangunk Ridge, in the county of Orange, on the east side of the Delaware and Hudson Canal, at the seventy-fourth mile of the route, at which point a rapid descent of three hundred and fifty feet, must be encountered in a section of three miles. To obtain an easy passage over this part of the route eventually will require, either two inclined planes, similar in size and extent to those on the Mohawk Road, and costing about \$50,000 each—or a deep cutting on the summit of the ridge, at an expense of about \$70,000—or a tunnel of nine hundred yards long, at an expense of \$175,000.

After attentively examining these different modes of overcoming the difficulties presented by this particular section, Judge

Wright, in his Report to the Legislature, recommended, as being most economical in the first instance, the deep cutting on the summit of the ridge, and the employment, at that point, if necessary, of auxiliary locomotive or animal power,—but he referred to the probability and necessity, in case of a great amount of transportation, of the eventual construction of a tunnel.* Which-soever of these plans may be adopted, the total expenditure in constructing this section will not exceed from two hundred or two hundred and fifty thousand dollars;—and it is now particularly adverted to by the Board, not as affording any reason for apprehension or discouragement, or as presenting difficulties of unusual magnitude, but because it exhibits the only considerable instance upon the whole route of the Road, in which its graduation will not be uncommonly easy, cheap, and feasible.

According to the estimates accompanying the Report of Judge Wright, the graduation of the Road, with solid embankments for a double track from the Hudson to Lake Erie, including the excavation at the Shawangunk Ridge, will cost \$2,717,518, being at the rate of \$5,626 per mile, which amount includes the cost of bridges, culverts, clearing, fencing, and, in fact, every expense whatever necessary in order to prepare the road-bed for the reception of the superstructure.

He further reported, that a superstructure of iron laid upon timber, would, in his opinion, be most expedient (at least, for the first or single track,) and would cost \$3,400 per mile; being, for four hundred and eighty-three miles, \$1,642,000

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| That the cost of the graduation, as above stated, was | 2,717,518 |
| To which latter item be added, for contingencies, ten per cent. | 271,751 |
| And for engineering three per cent. on the the two first sums, | 130,791 |

Being for the whole work, \$4,762,360

In the above estimate nothing was allowed under the head of land necessary for road-way, principally because the inhabitants along the different routes surveyed, had proffered, almost unanimously, to execute voluntary sessions of so much land as might be requisite. In addition thereto, several of the landed proprietors, especially on the western sections of the route, had stipulated to make liberal donations in aid of the enterprise, and to an amount much exceeding in value any sums which would probably be awarded by the Commissioners, in the few instances in which unworthy attempts might be made to exact an extortionate price for the right of way. In reference, however, to the immense amount of travel and transportation, which the Road was destined, ultimately, to accommodate, it was deemed necessary to lay out the Road-way not less than six rods wide, requiring, for that space, twelve acres to the running mile, being for the four hundred and eighty-three miles, five thousand seven hundred and ninety-six

* The graduation of that part of the Baltimore and Ohio Railroad, which cuts transversely through the ridges between Baltimore and the Patuxent River, cost upwards of \$40,000 per mile; while that of the sections which follow the course of that stream, cost less than \$9,000 to the mile.

The graduation of the Mohawk and Schenectady Railroad, not following any considerable water-course, is said to have cost at least \$25,000 per mile; while that of the Utica and Schenectady Railroad, laid out on the bank of the Mohawk River, has been put under contract at about \$5,000 per mile.

* The construction of tunnels, within the last few years, has become familiar to the Engineers of this country, four or five having been successfully completed, during that time, within the State of Pennsylvania. The cost of their construction varies from two to five dollars per cubic yard,—the tunnel through the Alleghany mountain, on the main line of the public works of Pennsylvania, having cost \$69,700, including arching, the excavation having been less than two dollars per yard: The cubic quantity of excavation required for the proposed tunnel through the Shawangunk Ridge, will fall short of 40,000 yards.

acres. The average price of land along the route, how much soever it may be augmented by the completion of the Road, does not, at present, exceed fifteen dollars to the acre,—so that, even if it were necessary to purchase the right of way, or submit to an appraisal throughout the whole line, the aggregate expense would not exceed \$88,940.

It had become evident, at an early period in the history of this enterprise, that it was destined to encounter active opposition. In some of the villages in that part of the State traversed by the Erie Canal, apprehensions had been excited that the construction of the proposed Road might operate injuriously upon their local interests. The people of that quarter of the State had been led to suppose, however erroneously, that in order to retain and preserve the sectional advantages which they enjoyed, it was necessary to compel the population of the southern counties to seek, through the Canal, a circuitous and expensive route to the sea-board; and that it would be impolitic to allow them the means of more direct and constant access to market, which would be afforded by the proposed Railroad. When it was recollected, however, what immense benefits had been bestowed by the construction of the Canal, upon the favored districts which it traverses, in the rapid progress of their agriculture, commerce, and wealth,—what amounts of the common treasure had been expended in accomplishing that object,—with what alacrity the more sequestered counties had contributed, year after year, their proportion of the taxes rendered necessary by that expenditure,—and, above all, when it was seen, that in order still further to increase the travel and transportation through the northern portions of the State, the public treasury was called upon to expend from six to eight, and, not improbably, from ten to twelve millions in enlarging the Erie Canal, the hope was indulged, that the scanty portion of the public bounty, which the southern counties might require, in order to enable them to participate in the general prosperity, would not be withheld, and that their efforts to develop their own resources and improve their condition, would be regarded with a kind and liberal spirit.

No sooner, however, was the Report of Judge Wright presented to the Legislature, showing the feasibility of completing, at a moderate expense, the desired channel of intercourse through the southern section of the State, than a combination of local interests, singularly violent in character, was arrayed to defeat the enterprise. The most active and determined exertions were made, openly by some, and covertly by others, to prejudice the public mind, and discourage, if possible, the friends and promoters of the undertaking. The object was denounced as chimerical, impracticable, and useless. Anonymous writers were employed to pronounce the survey inaccurate and deceptive, and the estimates unsafe and fallacious. The Road, it was declared, could never be made,—and, if made, would never be used. The southern counties were asserted to be mountainous, sterile, and worthless,—affording no products requiring a road to market,—or if they did, that they ought to resort to the valley of the Mohawk, as their natural outlet. The whole enterprise, supported as it was, by great masses of the population of the State, was pronounced to be a mere scheme of stockjobbing, and stigmatized as an attempt to deceive the southern counties—defraud the public—and ruin the individuals who might embark in it.

The Board of Directors have never deemed it necessary to notice these attacks upon the great enterprise committed to their charge, further than to invite and urge the opponents of the work to point out the specific portions of the survey or of the estimates, which they might suppose to be inaccurate. The maps and profiles were deposited in the public offices at Albany, where any errors, if they existed, could easily have been detected. No attempt to do so was ever made, to the knowledge of the Directors, and they therefore dismiss this branch of the subject with the declaration, that they continue steadfastly to rely, upon the accuracy, fidelity, and capacity, of the Engineer who was selected by the Governor to conduct the survey.

The question, whether the Road when constructed, can be advantageously used for the purposes of travel and transportation, can be settled practically, and without entering at all into scientific details. It is necessary, only, to state the decisive fact that the steepest grades adopted on the plan of the work, will be less severe than those upon that part of the Baltimore and Ohio Railroad which is now finished and in successful operation. That Road is used, during winter and summer, for the transportation not only of passengers and the public mail, at high rates of speed, but also of cars, heavily loaded with flour, provisions, live stock, and other agricultural products; and a rapid increase has been experienced in its business, as the line has been extended into the interior. It will not, therefore, be deemed visionary to predict, that the proposed Road, passing over acclivities less severe, and through a country more extensive and not less fertile, cannot fail to accomplish results equally advantageous.

In view, however, of the recent improvements, in augmenting the usefulness and power of locomotive engines, enabling them to surmount increased grades of acclivity, and in reference, also, to the varied products of the country to be traversed by the route, and to the diversified character of its surface, it has been deemed important by the Board of Directors, that the plan of the whole Road, including the arrangement of the grades and of the engines to be employed, should be carefully settled under the best advice, so as to secure the utmost economy of labor and power, and thereby reduce the cost of transportation to the lowest practicable limit. In order, therefore, effectually to discharge this portion of their duty, the Board of Directors thought it expedient with the cheerful acquiescence and upon the invitation of Judge Wright, to associate with him in consultation Mr. Moncure Robinson, the Chief Engineer of several of the public works of Pennsylvania, and Mr. Jonathan Knight, the Chief Engineer of the Baltimore and Ohio Railroad, thus constituting a Board of Engineers pre-eminently qualified by experience, talents, and professional acquirements, to decide upon the matters submitted to their consideration. A conference accordingly took place in August last, and was continued at the office of the Company in this city, until the plans and profiles presented by the surveys had been fully examined; after which these Engineers proceeded in person to inspect the Shawangunk Ridge, and settle upon the most advisable mode of overcoming the difficulties in its passage, which are above adverted to.

In September following they presented their conjoint Report to the Board of Directors, which is now published for the information of the stockholders. The unani-

mous opinion which they therein express as to the practicability of dispensing altogether with stationary power,—the rate of velocity to be attained, and the weight of the loads to be transported throughout the whole line, exceeding the expectations of the most sanguine friends of the enterprise,—must dissipate effectually any further doubts as to its feasibility or usefulness; while the judicious arrangement of the grades—the admirable adaptation of different engines and rail tracks to the different divisions of the Road, and the simple, effectual, and economical mode of accumulating auxiliary locomotive power at those points of increased acclivity where it was found to be necessary—all attest the genius and judgment of those distinguished Engineers. Upon their unanimous testimony, the Board of Directors now have the gratification of announcing to the stockholders the following result, to wit:—*That loads of sixty tons gross, (or deducting the weight of the cars, forty tons net), may be drawn in a single train from the Hudson River to Lake Erie, and at an average speed from twelve to fourteen miles to the hour;—that with the rate of speed augmented one half, a locomotive engine will nevertheless suffice to transport two hundred passengers and their baggage; that no stationary engine will be requisite on any part of the work; and that one, or, at most, two auxiliary engines only will be requisite on the whole length of the line.*

Upon that consultation the plan of Judge Wright was modified only in a single particular. Instead of selecting any one particular plan of superstructure, as proper for the whole route, the Board of Engineers recommended,—in view of the necessity of employing greater locomotive power in surmounting the severer grades on the easterly sections, embraced within the counties of Rockland, Orange, and Sullivan, than would be requisite on the gentler acclivities presented on the remainder of the Road,—the adoption of the eight ton engine and the iron edge rail on the first one hundred and thirty-six miles, between the Hudson and the mouth of the Callikoon, at a cost of \$6,000 per mile, and of the six ton engine and iron plate rail, laid on timber, on the remaining three hundred and forty-seven miles, from the mouth of the Callikoon to Lake Erie, at a cost of \$3,000 to the mile.

In estimating the expense of the superstructure, Judge Wright, after specifying the cost of several plans, had stated that a superstructure, throughout the whole route, consisting of the iron plate laid upon timber, could be completed at an expense varying from \$2,800 to \$3,400 per mile, being, for 483 miles, at \$3,400, \$1,642,000

The superstructure adopted on the consultation will cost—
136 miles at \$6,000 \$816,000
347 " " 3,000 1,041,000
1,857,000

Being a variation of 215,000
The Engineers, on their consultation, also recommended the adoption of the tunnel through the Shawangunk Ridge, instead of the deep cutting upon its summit, which alteration will require an increase of expenditure, not exceeding 100,000

Making the total increase \$315,000

The estimate of the cost of the whole Road, upon the plan as modified on the consultation, will then stand thus:

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| Graduation reported by Judge Wright, | \$2,717,518 |
| Extra expense of adopting the tunnel, | 100,000 |
| | \$2,817,518 |
| Superstructure as settled on the consultation, | 1,857,000 |
| | 4,674,518 |
| To which add for engineering and the expenses of the Company, | 300,000 |
| The cost of vehicles and other necessary apparatus, to be increased as the business of the Road shall extend, will be covered in the first instance by | 500,000 |
| | 5,474,518 |
| To which the Board of Directors, for more abundant caution, now add for contingencies, | 525,482 |
| Total | \$6,000,000 |

Requiring a net revenue of \$350,000 to produce a return of six per cent. per annum.

To the great majority of the present stockholders of the New-York and Erie Railroad Company, who are merchants or landowners in the City of New-York, no incentive is necessary to secure their zealous support of this great enterprise, in addition to the stake which they hold in the general welfare of the community of which they are members. To those persons, however, who may have embarked their means in this undertaking for the purpose only of realizing pecuniary advantages on the investment, it is proper to state, that in the opinion of the Board, the income of the Road, as soon as it shall be finished, will much exceed the sum of \$360,000 above stated.

* It is evident, that the rate of revenue, whatever it may be, immediately on the completion of the Road, will undergo a steady and rapid increase, and fully keep pace with the growth of the extensive communities from which its business is to be derived. If, therefore, it be reasonably probable that the income of the Road will commence at a rate even as low as five per cent. per annum, the certainty of its speedy increase will suffice, in the opinion of capitalists, fully to sustain the value of the stock.

If the experience afforded by the Erie Canal is taken as a guide, it may be safely stated, that the accomplishment of the proposed work will add not less than one third to the present population and trade of the City of New-York, and augment in an equal degree its landed wealth;—and that it will double, if not quadruple, the present value of the extensive district embracing six millions of acres in the southern and middle counties of this State. When it is considered also,

that by means of this great avenue of intercourse—and its tributaries now rapidly springing up and spreading through all the great valleys of the West, bringing Lake Erie into close connexion with the Mississippi and Missouri, and extending southwardly even to the Gulf of Mexico,*—the immense inland communities upon the Western Waters, for the purpose of trade, will be rendered commercially tributary to this State and its metropolis, it becomes difficult to fix, within any moderate bounds, the value of the proposed road, or the amount of travel and transportation which it is destined to create and accommodate.

In estimating the business to be derived from the communities along the route of the Road, it is certainly a circumstance of no little moment, that the inhabitants of the southern and middle counties, remote more than one hundred miles from the Hudson River, who will resort to this channel of communication in order to find access to the seaboard, already exceed in number the population which were contained within the counties (equally remote from the river) adjacent to the Erie Canal, three years after its commencement. The animating impulse, which the disbursement of the monies expended in the work, will impart to every species of industry in the southern counties, creating villages, cities, and flourishing communities, cannot fail to accelerate, most rapidly, their progress in population, prosperity, and wealth, and augment at the same time their capacity to supply a profitable and increasing business to the Road. The celerity and regularity of passage which it will afford, at all seasons, between the City and Lake Erie, will secure a lucrative revenue in the transmission of passengers, merchandise, and the mail,—sufficient, in the judgment of the Board, to yield an adequate income on the whole expenditure. During the four or five months of the year in which the severity of climate renders useless our Canals, Lakes, and Rivers, the Road will present the only available channel of communication between the City and the more central and populous portions of the interior, and at the same time will remedy the evils now suffered by the mercantile community, in being deprived of the means of transmitting merchandise to its consumers early in the spring, and late in the autumn. The rapid augmentation, which the successful accomplishment of the work will occasion in the population, extent, and wealth of the metropolis, will, in its turn, react on the interior districts, by affording them an increasing market for their agricultural products, while those supplies will serve to cheapen the price of subsistence in the metropolis, and thus the mutual and beneficial dependence between the City and the interior, and the consequent increase in the population and prosperity of both, will constantly operate to swell the amount of travel and transportation, to be borne over the Road.

The Directors of this Company, in forming their opinions as to the feasibility and productiveness of the proposed work, deeming it their duty to rely as little as possible on mere representations, have personally inspected by themselves, and their immediate officers, during the present summer, the whole line of the route. That examination has resulted in confirming their belief, that the work is singularly feasible: that it may be completed and put in operation, with all the necessary vehicles and appurtenances, at a cost not exceeding six millions of dollars;—that it will immediately enjoy a great and increasing revenue:—and that

every inducement exists for prosecuting the enterprise with undiminished vigor.

It is to be understood, however, that the above estimate of six millions does not include the expense which the Company may ultimately incur, in constructing double and triple tracks, as soon as an increased business shall render them necessary;—nor the expense of continuing the Road, from a point in West Chester county, opposite the place where it will reach the Hudson, into the City of New-York. Both of these measures will undoubtedly be carried into execution, as soon as the progress of the Road westwardly shall render it expedient.

In order to obtain the above sum of six millions, the Board of Directors have resolved,

1. To issue stock to subscribers to the amount of three millions.
2. To expend that sum in constructing such sections of the Road as may most probably yield an immediate revenue.
3. To raise the remaining three millions either by a loan from the State or foreign capitalists, on a mortgage of the Road, or by issuing that additional amount of stock.

If the Company could have secured, in the first instance, the whole sum of six millions, either in subscriptions of that amount of their stock, or in subscriptions of a part, and a loan of the residue, there would have been no difficulty in putting the whole line of the Road under contract, so as to complete the work in five years from the present season.

If, however, the Company shall be compelled to confine their operations within a more limited sphere, to make contracts for work to the amount of three millions only, and await the result of that expenditure before obtaining subscriptions or negotiating a loan for the residue, they will be obliged to construct the Road by sections progressively, and in that event its final completion may be considerably delayed.

Although the Board may be well satisfied, that by constructing a portion only of the Road, a sufficient revenue would be secured, yet there can be no doubt but that the interests of the stockholders, as well as those of the public, will be greatly promoted by completing the whole line with the least practicable delay. The experience of the Erie Canal, and in fact, of all the public works in this country, has sufficiently demonstrated, that the income of each section is augmented in proportion to the progress made in lengthening the line of communication, and that, too, in a geometrical ratio; while it is evident that the public advantages to be derived by this City, in preserving, by means of the proposed work, the trade of the West, cannot be realized, to any considerable extent, until the Road shall be completed from the Hudson, at least as far west as the Alleghany River.

Notwithstanding these considerations, it is a circumstance eminently calculated to insure the ultimate success of this enterprise, that the work is divisible into separate portions, each of which, taken by itself, may become profitable; so that the stockholders may receive dividends on their investments long before the completion of the whole Road. Thus, the short section of twenty and a half miles, between Owego and Binghamton, connecting the Chenango Canal with the Owego and Ithaca Railroad and the steamboat navigation of the Susquehanna;—that of thirty-five miles connecting Owego with Elmira, and there meeting the Chemung Canal on the north, and the Railroad from the coal mines of

* The Railroad now constructing between Sandusky and Dayton, will connect Lake Erie with the Ohio. A similar union will be effected farther west, by a chain of Railroads, (for most of which charters are already granted), in the State of Indiana. A Railroad has already been commenced at Alton, on the Mississippi, at the mouth of the Missouri, which it is proposed to extend from that point to Lake Erie. It is contemplated also to connect the Ohio River at Louisville with Nashville in Tennessee; and a Railroad is already commenced, extending from Nashville to the City of New-Orleans.

When the links in the grand chain shall all be completed, passengers may travel from Lake Erie to the Gulf of Mexico, (1150 miles), in four days, and from New-York to New-Orleans, (by the way of the Lake), in seven days.

Pennsylvania on the south;—and that of one hundred and ten miles, connecting the Delaware and Hudson Canal with Bettsburg in Chenango county, and there uniting with the Railroad in active progress from the latter place to Utica,—may each, if completed separately and without reference to the residue of the line, become sufficiently lucrative to warrant the Company in entering upon its construction, before securing the means of completing the whole Road from the Hudson to Lake Erie. In this light, therefore, the New-York and Erie Railroad may be regarded, not only as one great avenue of communication between the Atlantic Ocean and the Western waters, but also as a connected series or chain of independent works, similar in character to those which are now in progress or in contemplation, under the direction of separate companies, between Albany and Buffalo,—possessing, however, the very important attribute of being united under one common Board of Management, and thereby guarding the public against the irregularities and vexatious delays, inevitably arising from the want of perfect union, between the several links of the chain.

The estimated expense of the whole Road may be distributed under the following divisions:—

| | |
|---|-------------|
| 77 miles from the Hudson River at Tappan, to the Delaware and Hudson Canal in Orange county, (including the passage of the Shawangunk Ridge,) | \$1,064,156 |
| 110 miles from that point to Bettsburg, | 1,228,147 |
| 35 3-4 miles from Bettsburg to Binghamton, | 418,679 |
| 20 1-2 miles from Binghamton to Owego, | 133,264 |
| 35 miles from Owego to Elmira, | 261,180 |
| 126 miles from Elmira to the Alleghany River, near Olean, | 928,545 |
| 78 3-4 miles from that point to Lake Erie, | 648,547 |

483 \$4,674,518
adding to each particular estimate about twenty-eight per cent. for engineering, vehicles, and contingencies, according to the ratio of the general estimate herein before stated.

In July, 1833, one million of dollars were subscribed to the stock of this Company, on which the first instalment was paid conformably to the charter. For the purpose of obtaining the advantages to be derived from having the route surveyed under the authority and direction of the State government, and under the clause of their charter which allows five years from April, 1832, within which to expend \$200,000 on the Road, the Company did not commence their field operations until the present year. As soon, however, as the very favorable results of the survey by Judge Wright were made known to the public, the Company, in February last, after some changes in their Board of Directors, made preparations for the vigorous prosecution of the enterprise. As a preliminary measure, and in order, if practicable, to provide sufficient means to authorize them to put the whole Road under contract, and thus to finish the work with the least possible delay, they presented their petition to the Legislature, at its last session, praying for a loan of the credit of the State in aid of the work. A bill was accordingly reported in the House of Assembly, authorizing a loan of two millions to be advanced, in four successive instalments of \$500,000 each, ac-

cording to the progress of the work, and to be secured, together with the payment of the interest thereon half yearly, by a mortgage on the whole Road—to which an amendment was proposed, requiring the Company, with their own means, to finish the entire section of one hundred and forty-five miles between the Delaware and Hudson Canal and Binghamton, before receiving the first instalment of the loan. While the bill was pending in the Assembly, the Common Council of the City of New-York, in view of the public importance of the proposed measure, after a full and elaborate examination of the subject, and a report setting forth the pressing necessity of completing the Road without delay, by a unanimous vote in both their branches, directed the Mayor to petition the Legislature, in the name of the city, for the passage of the bill. A similar memorial was presented by the municipal authorities of the city of Brooklyn, accompanied by innumerable petitions from the population of the long line of southern and middle counties interested in the work. The merits of the measure were ably and zealously advocated by the members from those counties—and by a portion of the representatives of this city:—but it encountered such an array of opposition, arising principally from the Canal counties, that after an animated and interesting debate of three weeks, it was defeated in the Assembly by a majority of two votes.

Immediately after the defeat of their application to the Legislature, the Board of Directors appealed to the enlightened self-interest and public spirit of the inhabitants of the city of New-York and the counties along the line, for such further subscriptions to the stock of the Company, as should secure, beyond doubt, the ultimate completion of the enterprise. They were so far successful, that 13,821 shares of one hundred dollars each, (in addition to the 10,000 taken in 1833,) were subscribed to the capital, virtually placing at the disposal of the Board the aggregate amount of \$2,382,100. In the judgment of the Directors, the subscription of that sum has insured the accomplishment of the whole work, inasmuch as it will enable the Company to finish a section of the Road sufficiently extensive to become profitable to the stockholders, and by that demonstration will afford the means of securing the funds requisite to complete the residue.

In truth, the final accomplishment of this enterprise has become a question only of time, and it will be for the community to decide how long they will choose to suffer the inconveniences which may arise from the more tardy execution of the work. The strong manifestations of public sentiment, since the adjournment of the Legislature, afford good reason to believe that the unanimous wishes of the people throughout the extensive portion of the State to be benefitted by the Road, must ultimately prevail, and that a future Legislature will deem it proper and patriotic to facilitate its speedy completion.

The proceedings of the large and respectable Convention of Delegates from the southern and middle counties, recently held at Owego, and their spirited appeal to the people of the State, manifest in a very gratifying manner, the determination of the inhabitants of those important and populous districts to sustain the efforts of the

* The thanks of the community, in this respect, are particularly due to Messrs. Roosevelt, Wetmore, and Hall.

Company, and exhibit, moreover, decisive evidence that several of the largest counties, which opposed the project through their representatives in the last Legislature, are now to be found among its most determined supporters.

Flattering, however, as the prospects of the Company may be deemed, and highly as they appreciate the generous support which they have uniformly experienced from the people of the southern counties, the Board of Directors are nevertheless bound, in prudence, not to hazard the success of the work by anticipating aid from the State, or by entering on any expenditures beyond the means actually within their reach.

The capital stock of \$2,382,100, already secured, will enable the Company to put under contract and complete at least two hundred miles of the Road; and the only duty occasioning any embarrassment is to select that portion which will most probably yield the largest immediate revenue, and thereby afford the surest basis for extending the credit and increasing the available means of the Company.

In April last, the Board of Directors appointed *Benjamin Wright*, Chief Engineer of the Company, and *James Seymour*, who had been one of his principal assistants in conducting the State survey, Division Engineer of the Eastern Division of the Road, embracing the counties of Rockland, Orange, Sullivan, Delaware, and part of Broome.

They have also appointed *David Rugles*, of Orange county, their General Agent, to render such services as might be required in obtaining cessions of lands necessary for the purposes of the Company, and to discharge such other active duties in aiding the progress of the work, as should be assigned to him.

The first instalment paid in upon the 23,821 shares, amounting to \$129,105, has been deposited, temporarily, on interest, in the Phenix Bank, and other moneyed institutions in this city; out of which the Board have expended, up to the present date, \$27,351 42, principally in the expenses of Engineer Department.

The only salaried officers in the employ of the Company, are the Chief Engineer and his subordinates, the Secretary, the General Agent, and a Clerk.

The corps of Engineers, as arranged by the Chief Engineer, has been generally divided into seven, and sometimes into nine distinct parties, and diligently occupied, up to the present time, in revising and improving various parts of the line on the Eastern Division. The Report made by Judge Wright to the Legislature, adverted to the probability of shortening the line and diminishing the expense, by more minute exploration of the country. The result has realized his expectations. It is already discovered that the line between the Hudson River and Binghamton may be shortened several miles, without any material increase of expense or alteration of the grades.

In view of the public character of the work and the general accommodation of the country, and for the purpose, also, of affording satisfaction, as far as possible, to the inhabitants of the counties traversed by the route, the Directors have deemed it their duty to direct the Chief Engineer to explore every line which there could be any reasonable probability of adopting. By the last monthly report of the Engineer of the Eastern Division, it appears, that since the 1st of May last, 580 miles of line have been carefully run by the parties, under his

direction. This minuteness of examination has, however, operated to delay the Chief Engineer in making a final selection of as much of the route as the Board could have wished. The route of forty miles of the line along the Delaware, where only one of the banks of that river lies within the boundaries of this State, is, however, so far fixed by nature, that it may be definitely adopted without further delay, and the Directors have therefore ordered this section extending from Deposit down the Delaware to the mouth of the Callikoon, to be advertised for contract. The notices will expire on the 5th of November next, and although it is not improbable that the present high price of labor and provisions may affect the lettings somewhat unfavorably, the Board nevertheless believe that the whole of the graduation will be put under contract at a price below the original estimate.

[By the last monthly report of the General Agent, it appears, that of the land necessary for the Road in this section of forty miles, upwards of thirty miles has already been gratuitously ceded, and that the residue will probably be obtained without any serious difficulty or delay.

With the exception of the section embracing the Shawangunk Ridge, the graduation of the forty miles now advertised, presents the portion comparatively the most expensive of the whole line, (exceeding according to Judge Wright's estimate, \$9,500 per mile), but, for that very reason, the Directors have felt the more willing to select it as the section first to be constructed, in order to encounter at once what are supposed to be the difficulties of the work, and also to test, by actual experiment, the question of its feasibility.

Whether it shall be deemed expedient, after obtaining the results of the revisory surveys now in progress, to select, as the portion of the Road on which the present capital is to be expended, the section of one hundred and sixty-six miles, extending from the Delaware and Hudson Canal (at Deerpark) to Owego, estimated at \$1,780,090,—or the section of one hundred and eighty-seven miles, from the Hudson River to Bettsburgh, on the Susquehanna River, estimated at \$2,292,303,—the forty miles now advertised, will, in either event, constitute a part of the portion thus to be selected.

The completion of either of those valuable divisions of the work will become eminently beneficial to the Company. A Railroad leading from the Hudson to the Susquehanna, will open into a very extensive grazing district, and if continued, as proposed, by the lateral Railroad from Bettsburgh to Utica, will establish, at once, a winter communication between this city and the heart of the interior:—while, on the other hand, by completing a continuous line of the Road from the Delaware and Hudson Canal to Owego, and thence by means of the latter Railroad to Ithaca, a very important channel of transportation will be opened to that Canal, from the fertile and populous districts adjacent to the inland Lakes of this State and the western tributaries of the Susquehanna, affording, also, the means of transporting passengers from the interior to a point, distant, less than thirty-five miles from the Hudson River. The necessities of the community, and the certain prospect of a rapid increase of revenue, could not fail to insure the speedy extension of the line, either from Bettsburgh, westwardly, in the one case, or from the Canal eastwardly in the other.

The completion of the work from the

Hudson River to Owego, desirable as it may be deemed, sinks, however, into comparative insignificance, when compared with the importance of extending the line still further westwardly to the Alleghany River. After an attentive examination of the capabilities of that most valuable water-course, made by a Committee of the Board during the present season, and the remarkable facilities it presents for cheap, rapid, direct, safe, and early communication between the city of New-York and the great valleys of the Ohio and Mississippi, the Directors have become firmly persuaded that it is an object, if possible, of more consequence to the mercantile community that the Railroad should reach the Alleghany River, than Lake Erie itself. They have ascertained, that the descending navigation of that stream is available throughout the months of March and April, and frequently during the whole of May:—that, during that season, its channel is wide and spacious, sufficiently deep and free from rocks, bars, or any other impediment:—that merchandise placed on its banks as early as the 1st of March, may be delivered in four days thereafter at Pittsburgh, (for a price not exceeding fifteen cents per hundred,) and thence distributed throughout the populous communities along the Ohio River, at the opening of navigation;—that the merchants of New-York will thereby obtain direct and early access to consumers, nearly three times as numerous as the whole population around the Upper Lakes:—that these immense advantages may be obtained without any alteration or improvement in the natural condition of the stream, and merely by extending a Railroad to its banks from the Hudson:—and finally, that active measures are now in progress in the western portion of Pennsylvania, for the purpose of improving, still further, the navigable facilities of the River, whereby an uninterrupted channel of trade, both ascending and descending, will be opened between Pittsburgh and the interior of this State, during at least eight months of the year.

The completion of the Railroad from the city of New-York to the Alleghany River, is the only mode in which the vigorous efforts of Pennsylvania to secure to her own metropolis the trade of the West, can be effectually counteracted. Not content with establishing the line of communication between Philadelphia and Pittsburgh, and thereby controlling the commerce of the Ohio River, the enterprising citizens of that State are now constructing a Canal in the valley of the Mahoning, extending from a point near Pittsburgh, northwesterly, across the State of Ohio, and reaching the Ohio Canal, in the vicinity of Cleveland, on Lake Erie:—and it is the avowed object of that measure, to attract to Philadelphia the whole of the early trade of the Upper Lakes, and thus cut off from the City of New-York one of the most important branches of inland commerce, by which it has been hitherto supported and enriched. The pressing and urgent necessity of effecting a connection, as soon as possible, between the Hudson River and the Alleghany, in order to save this branch of our trade, will therefore be obvious: for if the merchandise of New-York can reach Pittsburgh as soon as that of Philadelphia, the Mahoning Canal will be open alike to both, and so far from affording any preference, in point of time, to either of the competitors, will operate only to expedite the transmission, in the spring, of merchandise from New-York destined for the regions around the Upper Lakes.

The spirited exertions, which the mer-

chants and Board of Trade of Philadelphia have used to hasten the construction of the Mahoning Canal, will, however, insure its completion three or four years sooner than the New-York and Erie Railroad can be finished, from Hudson to the Alleghany, unless aid be afforded by the Legislature; and, in the mean time, a new channel of commerce will have been created, and new business relations established, between Philadelphia and the country around the Lakes, which it will be difficult to disturb, and which must operate very injuriously upon the commercial prosperity of the City of New-York.

Nor is this the only evil with which this metropolis is menaced by the superior activity and enterprise of its powerful and sagacious rival. The trade of a large and important part even of our own State, is also in danger of being diverted. The navigable rivers which drain a great portion of the southern counties, in descending to the ocean, flow through the State of Pennsylvania, and they naturally attract, in the same direction, an amount of exports, estimated to exceed 120,000 tons annually. The public men of that commonwealth, conscious of that natural advantage, have constantly sought to avail themselves of it, by improving the navigation of those rivers, and constructing Canals along their margins. In a Report made as early as 1791, by Robert Morris, the first President of the Inland Navigation Company of that State, the superior facilities presented by the Susquehanna, for securing a large share of the inland trade of New-York, were particularly dwelt upon. In 1808, under the administration of Governor Snyder, the route was surveyed from the Susquehanna to the Seneca Lake. In 1827, the Canal Commissioners of Pennsylvania, after reporting that "a large tract of country, within the State of New-York, rich in vegetable and mineral productions, and embracing a population of nearly 200,000 inhabitants, is drained by the Susquehanna and its tributaries," declare, that "to the territory thus watered, nature points out the valley of that noble river as its great highway to market." In 1831, Governor Wolf, in his annual Message, adverted to "the great superiority which the main line of their improvements possesses over the Erie Canal of New-York, by presenting an open and safe navigation from four to six weeks earlier in the spring, and from two to four weeks later in the autumn;" and further added, that the same observations would apply with equal force to a Canal or slack-water navigation, up the valuable region on the north branch of the Susquehanna, "as possessing all the advantages in regard to a more early and late navigation, and affording a vent through the Pennsylvania Canal for much of the produce of the great and productive State of New-York." In his Message of 1833, he describes the State as being "threatened on all sides to be deprived of the commerce which the God of nature seems to have destined for its use," and recommends it, "in its own defence, to force the waters of Lake Erie to mingle with those of the Alleghany: the Ohio Canal to become tributary to the improvements of Pennsylvania—and the waters of the Cayuga and Seneca Lakes to unite with those of the Susquehanna."

The vigorous measures recommended by the Governor, have been carried into execution by the Legislature of that enterprising commonwealth, as well by constructing public works of inland communication at the

expense of the State, as by patronizing, with a liberal hand, the incorporated companies who are engaged in similar enterprises within their territory. In pursuing this enlarged and comprehensive policy, having for its aim the prosperity of the whole of their people, the Legislature have not sought to confine within any particular section or favored district, the internal trade of the State. Thus the Union Canal, and the Pottsville and Danville Railroad, both of which were constructed by private companies, were calculated to divert some portion of the business, which might otherwise have been monopolized by the main line of their public Canals, and, nevertheless, the Legislature deemed it patriotic to assist both of those companies, (and also the Chesapeake and Delaware Company,) by loans of the public credit.

Having succeeded in establishing the main line of artificial communication between Philadelphia and the Ohio River, the efforts of the State are now principally aimed at opening an avenue of cheap, early, and rapid intercourse between that city and the southern counties of the State of New-York. By means of the chain of Railroads now in progress from Philadelphia up the valley of the Schuylkill,—and thence to Danville and Sunbury on the Susquehanna,—and the continuation of the line from the latter point to Williamsport, on the north-west branch of that River,—and thence into Tioga County, in the State of New-York, where it meets the Chemung Canal at the village of Elmira,—it is designed to establish a line of communication, which will bring the most valuable and populous portion of the southern counties of this State, (now distant by the circuitous route through the Erie Canal, upwards of 450 miles from the City of New-York,) within 265 miles of Philadelphia. The link of communication between Elmira and Williamsport, was supposed to be sufficiently important to the State of Pennsylvania, to become the subject of a Special Message from Governor Wolf. A Company has also been incorporated by that State, to construct a Railroad from the northwest branch of the Susquehanna, to the southern line of Steuben county, in this State; and, in order to encourage and expedite its completion, the Legislature of Pennsylvania, at its last Session, passed a law to guarantee to the Stockholders an interest on their investments, for twenty years, at the rate of five per cent. per annum.

Nor is this active and efficient policy confined to Pennsylvania. For the purpose of attracting the trade of the West through the State of Maryland, the Legislature of that Commonwealth, in March last, loaned their public credit to the Chesapeake and Ohio Canal Company for two millions of dollars, and also for one million of dollars to the Baltimore and Susquehanna Railroad Company. The State of Virginia has also appropriated several millions from her public treasury, in subscribing to the stock of the various Canal and Railroad Companies, prosecuting works of internal improvement within her territory.

It is, indeed, impossible to witness the zealous and well directed efforts of the enterprising Companies, in the neighboring States, so firmly upheld by the liberal policy of their Legislatures, and aiming at the object of diverting from the City of New-York, its lucrative commerce with the interior, without perceiving the urgent necessity of constructing, with the least practicable delay, the great avenue of commercial intercourse, now become so pres-

singly necessary, leading from this metropolis, directly through the southern counties, to the Alleghany River and Lake Erie.

The Board of Directors, upon whom has devolved the responsibility of conducting this important work, believing it to be the only mode of rescuing the interests of this City from the danger in which they are placed, and feeling that the exigency of the case demands their best efforts, pledge themselves to the Stockholders and the community, to spare no exertions on their part, to carry the enterprise steadily onward to a successful issue. They firmly believe that its pecuniary results will amply remunerate those who may devote their means to its accomplishment; and that, as a measure of improvement, calculated to augment the power and wealth, and exalt the standing of the State at large, it cannot but commend itself to all who value aright the public character. The unrivalled extent of the work, stretching from the Atlantic to the Western frontier, and yet lying wholly within the jurisdictional limits of this Commonwealth: the magnitude and grandeur of its relations and capabilities, occupying, by its singular felicity of position, the dividing ground between the trade of the North and of the South, reaching, by its tributaries, on the one hand, far into the fertile regions around the Northern and Western Lakes, and intercepting with the other, the rich streams of commercial wealth in their descent towards the Ocean, and the Gulf of Mexico: and above all, its commanding political influence, in securing within our own borders, both in peace and in war, the rapid transmission of the public mail, and of the military forces and munitions of the republic, providing at the same time for the general defence, and strengthening the bonds of the national union,—may well entitle its friends and supporters to claim, in its behalf, the favorable opinion and regard of every citizen of the State of New-York, and the countenance and aid, so far as may be necessary, of the constituted authorities.

But in any contingency, whether those who may direct the public counsels shall extend to this undertaking the patronage and support of the State, or shall deem it proper to leave the Company unaided to their own resources, such is the unshaken confidence of the Board of Directors, in the transcendent merits of the work,—its immense value,—its remarkable feasibility,—and its early and rapidly increasing productiveness, that they have no hesitation in declaring their unalterable belief, that the whole enterprise can and will be certainly, speedily and successfully accomplished, and that it will afford not only to the public, but also to the individuals who may embark their funds in the undertaking, all the benefits which have been anticipated by its most ardent friends and supporters.

By order of the Board of Directors,
JAMES G. KING, President.
New-York, September 29, 1835.

At a general meeting of the Stockholders of the New-York and Erie Railroad Company, held at their office in the City of New-York, pursuant to previous notice on the 29th day of September, 1835, Doctor Macneven was appointed Chairman, and Alderman Murray Secretary.

The Directors of the Company, being notified of the organization of the meeting, presented, through their President, James G. King, their first Annual Report.

The report being read,

It was Resolved, That the Directors be requested to cause copies of the report to be printed and circulated.

Resolved, That the thanks of the Stockholders be presented to the Directors, for their able and satisfactory report, and the attention which they have thus far directed to the interests of the Company.

Resolved, That the members who may be elected to represent this City in the next Legislature, be earnestly requested to give their zealous support to such measures as may be necessary to secure the co-operation of the State in facilitating the completion of this great work.

WILLIAM J. MACNEVEN, President.
JAMES B. MURRAY, Secretary.

At a meeting of the Stockholders of the Company, held at their office, on the 1st day of October, 1835, pursuant to public notice, the following persons were unanimously elected Directors for the ensuing year, to wit:

JAMES G. KING,
PETER G. STUYVESANT,
SAMUEL B. RUGGLES,
JOHN DUER,
JOHN G. COSTER,
STEPHEN WHITNEY,
PETER HARMONY,
J. GREEN PEARSON,
PELATIAH PERIT,
ELBERT J. ANDERSON,
MICHAEL BURNHAM,
JAMES BOORMAN,
JOHN RATHBONE, JUN.,
WILLIAM BEACH LAWRENCE, and
GEORGE GRISWOLD,
Of the City of New-York.
JEREMIAH H. PIERSON,
Of Rockland county, and
CORNELIUS W. LAWRENCE,
Mayor of the City of New-York.

And at a meeting of the Board, held on the second day of said October, they re-elected

JAMES G. KING, President.
PETER G. STUYVESANT, V. President.
And appointed
SAMUEL B. RUGGLES, Comptroller.

TALMAN J. WATERS, Secretary.

To the President and Directors of the New-York and Erie Railroad Company.

Gentlemen:—The undersigned have examined the plans and profiles of the lines surveyed for the New-York and Erie Railroad, and have also, in accordance with your wishes, visited together the point at which the Shawangunk Mountain is passed near Deerpark, and are gratified in being enabled to report an entire conformity in their views, as to the best mode of overcoming the different obstacles presented on the route.

On seven portions of the Road points of increased difficulty are presented, either in the increased amount of elevation to be overcome, or in the rate of graduation which will be requisite. They are,

1. In leaving the Hudson at Tappan.
2. In passing from the top of the Shawangunk Mountain, across the valley of the Basherskill, and up the Neversink.
3. In the valley of the Callikoon.
4. In crossing the summits between the Delaware and Susquehanna, and between the Susquehanna and Chenango.
5. In passing from the Canacadea Valley to that of the Genesee.

6. In crossing the summit between the Genesee and Alleghany.

7. In descending to Lake Erie.

Independently of the points above specified, it will be observed that a very marked difference exists in the character of the lines surveyed between the Hudson River and the Delaware at the mouth of the Callikoon Creek, and the lines traced west of this point. Some changes, attended perhaps with material improvements, will probably be made in the Eastern Division of the Road, but it is not believed by the Chief Engineer of the work, that the character of the Railroad east of the Delaware, compared with its Western Division, can be essentially changed. The graduation of the latter, except at the points above noted, will very rarely if at all exceed twenty-five feet per mile. On the Eastern Division, grades of forty-five, and perhaps fifty feet must, in some cases, be admitted. On the Western Division, the radius of curvature will but rarely be less than two thousand feet. On the Eastern, it will often be from seven to nine hundred, and sometimes as short as six hundred.

It seems, under the circumstances, necessarily to follow, that the same description of engines can scarcely be expedient throughout the whole extent of the Railroad; that, whatever may be the load of a locomotive which it may be most judicious to look forward to, an engine of higher power will be required for its transportation east of the mouth of the Callikoon, than will be necessary west of it; and, as a consequence, that, whatever kind of superstructure may be adopted on the Western portion of the Railroad, one adapted to the use of engines of a higher class, will be advisable on the Eastern.

The undersigned, after a careful consideration of the subject, would recommend for the portion of the Railroad west of the mouth of the Callikoon, as being sufficient, and more economical than any other, a superstructure of wood and iron, consisting as usual of the cross-sill, the longitudinal wooden rail, and the plate rail, and framed in the usual manner by notches and keys. Such a superstructure, for a single track, executed in a superior manner, would cost about THREE THOUSAND DOLLARS PER MILE, and would admit of the use of locomotive engines of six tons weight, and capable of drawing on the level parts of the Road, loads of sixty tons, at the rate of seventeen miles per hour; or on grades of twenty-five feet per mile, the same loads at a speed of seven or eight miles.

To transport such loads, at a somewhat diminished speed, on the steeper portions of the Eastern Division, would require engines of eight tons, and this weight of locomotive the undersigned deem it most expedient to employ on this portion of the Railroad. To sustain the action of such a locomotive, the plate rail does not appear to be adequate. It will be more judiciously determined after the definitive location of the Railroad, what form of bar, and what mode of securing it, will be best adapted to the character of the road-way which may be obtained. It will be sufficient at this time to say, that the malleable bar or edge rail will be requisite between the mouth of the Callikoon and the Hudson. If, on a definitive location, the line between these points should be materially relieved as to curvature, a rail nearly similar in its section to that on the Camden and Amboy Railroad, but weighing about fifty pounds to the yard, will probably be most expedient. If not, it

will be advisable to adopt, at least on the curved parts of the Road, a rail of such form as may be more easily and accurately sprung into the curves adopted at different points on the road-way.

It has been deemed thus far necessary to explain the views of the undersigned, as to the weight and power of the engines which they would recommend on the Eastern and Western portions of the Road, before entering on the subject of the increased power requisite at the points they have specified. Their views on this subject they will now briefly explain.

On a line of Railroad, as long as that committed to the Board, it will be expedient to contemplate at any rate, several changes of locomotives. Even if a single engine could generally be relied on the whole distance from Hudson to Erie, still it would be advisable to provide for accidents; and it will probably prove more economical to change engines, and make the necessary repairs, before the wear and tear of the engine shall have progressed very far, than to reserve them entirely for workshops at the two extremes of the Road.

This being the case, it is obvious that whenever the stations at which engines would be changed, can be placed near the points at which extra power will be requisite, such power may be supplied more cheaply and conveniently than under any other circumstances. It will only be necessary to reduce the graduation at such points within the scope of two engines, and to make use of the engine which is relieved to assist that which is substituted for it, in overcoming the difficulty, and we have at once an extra power provided, which is always in readiness at the very moment when it is wanted, and which costs nothing except during the period it is employed.

For the 3d, 5th, and 6th cases above specified, it appears to us that no better expedient can be presented to the consideration of the Board than that above suggested. Stations being placed at or near the mouth of the Callikoon, in the neighborhood of Hornellsville, and at the commencement of the ascending graduation towards the summit, between the Genesee and Alleghany, it is proposed to change the engine at these points, and (whenever the load may not be so light as to render it unnecessary) to make use of the locomotive which is relieved, to assist in overcoming the increased ascent to be encountered.

At the Hudson (case No. 1) there would of course be a station, and probably at this point the principal workshop of the Company, so that whenever an additional engine was wanted in leaving the Hudson, it could be supplied without difficulty. It may be proper to remark, however, that in this case also, the principle above referred to for cases 3, 5, and 6, may be brought into play. If the train coming east should arrive at the Hudson a short time before the departure of that going west, the engine conveying it may be used before going into the workshop or engine-house, to assist the train going west, over the difficulty presented by the graduation at the commencement of its journey. A similar difficulty is now met in the manner suggested, on the Petersburg Railroad, in Virginia.—At the point of commencement of that Railroad at Petersburg, the ascent is for about two miles, at the rate of fifty feet per mile, whilst on the remainder of the Road, the ascent in no case exceeds thirty feet. The increased rate of ascent at this point, of course, often renders necessary additional power, and this is afforded when

wanted, by making use of the engine coming in, to assist in raising the train going out.

At case No. 4, that is, in crossing the summits between the Delaware and the Susquehanna, and Susquehanna and Chenango, auxiliary power will be requisite. By timing properly the passage of trains on this portion of the Road, a single engine which should assist alternately the trains going east and west over both summits, may in the commencement suffice.—It will be necessary, however, undoubtedly in a short time, to place auxiliary engines at the foot of the summit between the Delaware and Susquehanna, and west of that, between the Susquehanna and Chenango.

It remains to consider cases No. 2 and 7, or the passage of the Shawangunk mountain,—and the descent to Lake Erie.

Were those cases presented to the undersigned on a short line of Railroad, or were they to be treated without reference to the profile and general character of the New-York and Erie Railroad, the trade to be accommodated, and the power to be employed on it, we would unanimously recommend in each case an inclined plane. In the case however of the Shawangunk, it appears to us clear that this expedient would not be advisable. Independently of the general objections to inclined planes on a line of Railroad, on which the rapid transit of passengers and merchandize is desirable, (objections undoubtedly exaggerated in consequence of defects in arrangement and management in some of the planes now in use, but certainly to some extent well founded,) an inclined plane or planes at the point in question, would not reach the whole difficulty. It will be observed on reference to the profile of the line at this point, that after descending the Shawangunk, and passing the Basherskill, the line passes up the Neversink for upwards of seven miles, on a graduation averaging about fifty feet per mile; on this portion of the Road it will be important, if not indispensable, to supply some auxiliary power.

It is proposed, under these circumstances, instead of adopting an inclined plane for descending from the Shawangunk, to obtain by means of a tunnel of 900 yards, such a reduction of the elevation to be overcome, as will admit of the remainder being surmounted by a graduation not exceeding forty feet in curves, and one hundred feet per mile on the tangents of the line. On this ascent two of the heavy engines, which it is proposed to introduce on the Eastern Division of the Road, will ascend with the train which one would take over other portions of it.

By this expedient, and placing a station as in cases 3, 5, and 6, in the valley of the Basherskill, or the Neversink, the necessity of extra engines may at this point be avoided. Trains going east would change their engines at this station, and the engine relieved, instead of going at once into the engine-house or work-shop, would first assist in raising the train it had brought thus far up the Shawangunk. The same office would be performed by the engine which had brought on the train going west, up the steep graduation in the valley of the Neversink.

The descent to Lake Erie, would, on the line deemed by the Chief Engineer the most eligible of those surveyed, be effected principally by a single lift of 506 feet. Had an inclined plane or planes been found indispensable at the Shawangunk, it would not probably be advisable at this point to avoid,

by a graduation on which auxiliary power would be requisite, the plane which has been proposed. It will certainly however be a material object to get rid of the *only plane* in relation to which there appears to be a question on the proposed line of Railroad. Should it be found necessary to introduce it, either trains of cars must be divided in passing it, in which case much delay would arise, and the capability of the Railroad be seriously impaired; or, if the whole train were taken up at once, a strength and weight unnecessary on other portions of the Railroad must be given to the couplings of all the cars and carriages employed on the line, and of the locomotives and tenders which may ascend and descend the plane.

To avoid, if practicable, these inconveniences, it is recommended that farther examinations, preliminary to a location, be made between the Alleghany River and Lake Erie. If it shall result from them that a line, in other respects equal, and not exceeding in graduation fifty or sixty feet per mile, can be obtained between the summit and Lake Erie, the undersigned, under all the circumstances of the case, would deem it more advisable to adopt it, and to look to the use of auxiliary power on it, than to introduce the inclined plane which has been proposed.

A review of some of the experimental lines traced by the Chief Engineer in 1834, encourages us to believe that such a line may be practicable, and that the change of plan recommended may be attended with a reduction of distance of from eight to ten miles. If it should appear to be otherwise, or that an inclined plane or planes are unavoidable, the undersigned would then recommend, if ground suitable for the purpose can be obtained, a division of the elevation into two inclined planes. The capability of the Road would in this way be less impaired, the risk of serious accidents diminished, and the wear and tear, as well as first cost, of the rope or chain employed, materially lessened.

It will appear, on a review of what has been above stated, that *stationary power will not be requisite* on the line of the proposed improvement, unless in the neighborhood of Lake Erie, and future surveys may perhaps show that it can be dispensed with at this point;—that, by a judicious disposition of stations for changing engines, *one, or at most two, auxiliary engines only will be requisite* on the whole length of the contemplated work;—and that the load of an engine, at the rates of velocity which are purposed, (which will be equal to an *average speed* of from *twelve to fourteen miles per hour*.) will on both the Eastern and Western Divisions of the Railroad, be sixty tons gross; or, allowing thirty-three and one-third per cent. for the weight of cars, about *forty tons net*.

Should a higher velocity be deemed expedient, with a view to the better accommodation of the travel, there will be no difficulty in obtaining it, by a corresponding diminution of tonnage. Supposing a reduction of one-half in the weight of the load, or the useful effect of a locomotive, this would still be equivalent to the transportation of *two hundred passengers and their baggage*.

The above results are certainly more favorable than we should have anticipated, from the general character of the country through which the proposed improvement is to be conducted, and will probably be considered by the Board of Directors as affording additional inducements towards

the prosecution of the important work committed to their charge.

Referring for an elucidation of their views herein submitted, to the Report of the Chief Engineer of the 20th January last, and the accompanying plans and profiles.

We have the honor to be, gentlemen,
Your obedient servants,
MONCURE ROBINSON,
JONATHAN KNIGHT,
BENJAMIN WRIGHT.
New-York, September 2, 1835.

BALTIMORE AND OHIO RAILROAD.—It is gratifying to be able to state that the business of this Pioneer in the Railroad system of the United States is rapidly increasing; and that it will soon become as profitable to its Stockholders as it is now useful to the business community through which it passes.

In the 7th Annual Report it was stated that the net proceeds for the year ending October 1, 1833, was \$57,195
In the 8th, ending October 1, 1834, was \$72,574

In the 9th, as we are informed, not having yet received it, for the year ending October 1, 1835, was \$107,163

This is a regular increase, and one which will be constant—even if the Road should not be extended beyond its present termination. The progression, however, will be much more rapid when the Road shall be completed to the Ohio River—as it most surely will be. We are enabled also to state another fact which is highly creditable to the enterprising and scientific gentlemen who manage that Road. It is, that to such a degree of perfection have they brought their Machinery, especially their Locomotive Engines, that they have with a single Engine taken a load of 113 tons up a grade of 26 feet per mile at the rate of *ten miles an hour*, and not only to *take it up*, but also, to *take it from the start*, on the grade, without difficulty—a performance which was not dreamed of in 1829, when the Liverpool and Manchester Company offered £500 for the most improved Locomotive of six tons weight, “which must be able to draw, day by day, on a well levelled Railway, a train of carriages of 20 tons gross weight, at the rate of *ten miles per hour*”!! Who could have imagined, with this before them, that in less than six years an Engine would be made in this country capable of taking *one hundred and thirteen tons*, at the rate of *ten miles an hour*, up a grade of 26 feet per mile? Such, however, is the *fact*—and we predict that it is only the *commencement* of the improvements in Railroad Machinery, which are now, *even now*, in progress in the United States.

It is indeed true that more rapid improvements have been made in this country in Railroads and Railroad Machinery, than in the country of their origin—England—and it is no less true, that Europe is now looking with much interest to this country for

improvements of this kind. Will it be presumptuous to say that we shall be able soon to give them important lessons in the science? We shall see.

IMPORTANT DECISION.—By the annexed article from the Albany Argus of yesterday, it will be seen that the mode and extent of enlarging the canal have been determined, and that the “improvement” of an existing work, is to cost at least *twelve millions of dollars*—the original work itself having cost a little over *nine millions*.

ENLARGEMENT OF THE ERIE CANAL.—The Canal Board having caused surveys and estimates to be made for the improvement of the Erie Canal, and the engineers having submitted their reports, the Board on Friday last proceeded to a final decision on the extent of the enlargement. By their resolutions, which are annexed, it will be seen that the enlarged canal is to be seven feet deep and seventy feet wide at the surface; and that the locks are to be 110 feet long between the quoin posts, and 16 feet wide in the clear. The present canal is four feet deep and forty feet wide at the surface, and the present locks are 90 feet long between the quoin posts, and 15 feet wide in the clear.

Thus, this great question has been definitely settled, after mature deliberation, and a full expression of the public sentiment in relation to it. As the work will be prosecuted chiefly during the winter months, and while the navigation is suspended, its completion cannot be expected in a less period than ten or twelve years. Then, with its increased width and depth, its walled sides, its extent, and its vast commerce, it may rank among the wonders of the age. The improvement, we understand, is estimated to cost about twelve millions of dollars. The Canal Board will proceed with the doubling of the locks, with all practicable rapidity, during the next winter.

At a meeting of the Canal Board, at the Comptroller's Office, Canal Room, October 23d, 1835—Present,

JOHN TRACY, Lieut. Gov., President,
SAMUEL YOUNG, Canal Commissioner,
WM. C. BOUCK, do,
JONAS EARLE, Jr., do,
JOHN BOWMAN, do,
A. C. FLAGG, Comptroller,
JOHN A. DIX, Secretary of State,
GREENE C. BRONSON, Attorney General,
WM. CAMPBELL, Surveyor General,
ABRAHAM KEYSER, Treasurer.

The Board having assembled pursuant to the 10th resolution adopted in July last, in relation to the enlargement of the Erie Canal, and having heard the reports of the Engineers as to the best mode of effecting the improvement, and their estimates of the cost of the contemplated works, thereupon

Resolved, That the *fifth and sixth* resolutions of July last be rescinded.

Resolved, That the Canal be enlarged so as to give seven feet depth of water, and in general seventy feet width of water on the surface, with a slope of two feet to one in the banks.

Resolved, That the Locks be enlarged so as to be one hundred and ten feet long between the quoin posts, and sixteen feet wide in the clear, and in other respects be adapted to the enlarged Canal.

Resolved, That whenever it shall be necessary to rebuild any of the locks, culverts, aqueducts or other works on the canal, the same be constructed on a plan adapted to the enlarged Canal.

An extract from the minutes,

G. W. NEWELL, Clerk.

AMERICAN STOCKS, Sept 24.—New York 6 per Cents. 1837, 96; do 6 per Cent. 1845, 102; do 6 per Cent. 1845, 110; Pennsylvania 5 per Cents. 1856, 101; do 5 per Cents. 1858, 102; do 5 per Cents. 1860-62, 103 1-2; Ohio 6 per Cents. 1850, 110 a 111; Louisiana Barings, 1844, do 1846, do 1850, do 1852, each 101 1-2; Louisiana Wilsons, 1834, 1839, 1844, 1849, each 98 1-2; Jersey N. Canal, &c. Bonds, 102 1-2 a 103; Mississippi Planter's Bank, 26 2-4; Alabama 5 per Cents. 1843, 96 1-2; Indiana do 1864, 96 1-2; U. S. Bank Shares 7 per Cent. 22 1/2. 7s. 6d. a 10s.; Louisiana State 9 per Cent. 25 1/2. 15s.; Bank of Louisiana 8 per Cent. 26 1/2. 15s.; New York Life and Trust 5 per Cent. 96 1-2 a 97.

NEW-YORK AMERICAN.

OCTOBER 24—30, 1835.

LITERARY NOTICES.

AN ESSAY ON THE RATE OF WAGES, &c. BY H. C. CAREY, 1 Vol.—Philadelphia, CAREY, LEA & BLANCHARD.—We have had this book on our table some time, but as it is not of those, which you may take up at any moment—but requires close and continued attention, we have not yet been able to speak of its merits, and only now acknowledge the receipt of it—reserving for another occasion our opinion of its value.

THE ABORIGINAL PORT FOLIO, No 5—Philadelphia, J. D. LEWIS.—We have duly noted the appearance of the preceding numbers of this work, and in announcing the fifth, have only to repeat our commendation of the design of the publication—destined as it to perpetuate both the features, and costumes, of men fast fading away. We cannot but wish however, that more skill were exercised in the drawing, which, in this number particularly, is very defective.

NORTH AMERICAN HERPETOLOGY, or a description of the reptiles inhabiting the United States, by JOHN EDWARDS HOLBROOK, M. D., Professor of Anatomy in the Medical College of South Carolina, &c. &c.; Charleston, S. C., E. J. VAN BRUNT.—This is indeed a beautiful work, and worthy of encouragement, by every lover of nature and science. The plates, as yet, are only before us, but they are admirable for truth and accuracy of delineation and coloring—and when these shall be illustrated, as they will be, by the history of each reptile, its form and habits, from the pen of Dr. Holbrook, they will constitute an American contribution to natural history, and to the fine arts, worthy to be ranked with *Wilson's* and with *Audubon's* ornithologies.

The publication will consist of four quarto volumes, to appear annually, of 200 pages each, embracing full descriptions of the organization, habits, and localities of the animals, and containing in each volume from 20 to 30 colored engravings.—The price per volume is \$10.

We are sure this work is not at all known among us—and therefore take pleasure in thus bringing it to the notice of our readers, and shall be very glad to receive subscriptions for it at this office, where the plates of vol. 1. may be seen.

SKETCHES OF HISTORY LIFE AND MANNERS IN THE WEST; by JAMES HALL, 2 vols. Philadelphia, HARRISON HALL.—The title of these volumes well describes their contents, which are of great interest—and we will venture to add—to most readers on the Atlantic of equal novelty. The early history, adventures, and struggles of the now civilized and prosperous West, are very imperfectly understood among us; and the desultory sketches which Mr. Hall has, in these volumes, given, are the more interesting, from the contrast of the actual condition of that fine region, with what it was, at the period to which the greater portion of the Sketches refer. We make an extract characteristic in all respects.

There have been many instances of individuals who, in consequence of some personal wrong, have vowed eternal enmity to the whole Indian race, and have devoted nearly all of their lives to the fulfilment of a vast scheme of vengeance. A familiar instance is before us in the life of a gentleman, who was known to the writer of this article, and whose history we have often heard repeated by those who were intimately conversant with all the events. We allude to the late Colonel John Moredock, who was a member of the territorial legislature of Illinois, a distinguished militia officer, and

a man universally known and respected by the early settlers of that region. We are surprised that the writer of a sketch of the early history of Illinois, which we published some months ago, should have omitted the name of this gentleman, and some others, who were famed for deeds of heroism, while he has dwelt upon the actions of persons who were comparatively insignificant.

John Moredock was the son of a woman who was married several times, and was as often widowed by the tomahawk of the savage. Her husbands had been pioneers, and with them she had wandered from one territory to another, living always on the frontier. She was at last left a widow, at Vincennes, with a large family of children, and was induced to join a party about to remove to Illinois, to which region a few American families had recently removed. On the eastern side of Illinois there were no settlements of whites; on the shore of the Mississippi a few spots were occupied by the French; and it was now that our own backwoodsmen began to turn their eyes to this delightful country, and determined to settle in the vicinity of the French village. Mrs. Moredock and her friends embarked at Vincennes in boats, with the intention of descending the Wabash and Ohio rivers, and ascending the Mississippi. They proceeded in safety until they reached the Grand Tower on the Mississippi, where, owing to the difficulty of the navigation for ascending boats, it became necessary for the boatmen to land, and drag their vessels round a rocky point, which was swept by a violent current. Here a party of Indians, lying in wait, rushed upon them, and murdered the whole party.—Mrs. Moredock was among the victims, and all her children, except John, who was proceeding with another party.

John Moredock was just entering upon the verge of manhood, when he was thus left in a strange land, the sole survivor of his race. He resolved upon executing vengeance, and immediately took measures to discover the actual perpetrators of the massacre. It was ascertained that the outrage was committed by a party of twenty or thirty Indians, belonging to different tribes, who had formed themselves into a lawless predatory band. Moredock watched the motions of this band for more than a year, before any opportunity suitable for his purpose occurred. At length he learned that they were hunting on the Missouri side of the river, nearly opposite to the recent settlements of the Americans. He raised a party of young men and pursued them; but that time they escaped. Shortly after, he sought them at the head of another party, and had the good fortune to discover them one evening, on an island, whither they had retired to encamp the more securely for the night. Moredock and his friends, about equal in number to the Indians, waited until the dead of night, and then landed upon the island, turning adrift their own canoes and those of the enemy, and determined to sacrifice their own lives, or to exterminate the savage band. They were completely successful.—Three only of the Indians escaped, by throwing themselves into the river; the rest were slain, while the whites lost not a man.

But Moredock was not satisfied while one of the murderers of his mother remained. He had learned to recognize the names and persons of the three that had escaped, and these he pursued with secret, but untiring diligence, until they all fell by his own hand. Nor was he yet satisfied. He had now become a hunter and a warrior. He was a square-built, muscular man, of remarkable strength and activity. In athletic sports he had few equals; few men would willingly have encountered him in single combat. He was a man of determined courage, and great coolness and steadiness of purpose. He was expert in the use of the rifle and other weapons; and was complete master of those wonderful and numberless expedients by which the woodsman subsists in the forest, pursues the footsteps of an enemy with unerring sagacity, or conceals himself and his design from the discovery of a watchful foe. He had resolved never to spare an Indian, and though he made no boast of this determination, and seldom avowed it, it became the ruling passion of his life. He thought it praiseworthy to kill an Indian; and would roam through the forest silently and alone, for days and weeks, with this single purpose. A solitary red man, who was so unfortunate as to meet him in the woods, was sure to become his victim; if he encountered a party of the enemy, he would either secretly pursue their footsteps until an opportunity for striking

a blow occurred, or, if discovered, would elude them by his superior skill. He died about four years ago, an old man, and it is supposed never in his life failed to embrace an opportunity to kill a savage.

The reader must not infer, from this description, that Colonel Moredock was unsocial, ferocious, or by nature cruel. On the contrary, he was a man of warm feelings, and excellent disposition. At home he was like other men, conducting a large farm with industry and success, and gaining the good will of all his neighbors by his peculiar manners and benevolent deportment. He was cheerful, convivial, and hospitable; and no man in the territory was more generally known, or more universally respected. He was an officer in the ranging service during the war of 1813—14, and acquitted himself with credit; and was afterwards elected to the command of the militia of his county, at a time when such an office was honorable because it imposed responsibility, and required the exertion of military skill. Colonel Moredock was a member of the legislative council of the territory of Illinois, and at the formation of the State government, was spoken of as a candidate for the office of governor, but refused to permit his name to be used.

YARROW REVISITED, AND OTHER POEMS; by WILLIAM WORDSWORTH; 1 vol. New York, R. BARTLET & S. RAYNOR.—The Poet gives life and interest to all he touches, and hence even these poems of Wordsworth, which for the most part, are local in their subjects, are yet universal in attraction, by the inspiration with which they are touched. We select one, from the "Evening Voluntaries":

Not in the lucid intervals of life
That comes but as a curse to party-strife;
Not in some hour when pleasure with a sigh
Of languor, puts his rosy garland by;
Not in the breathing-times of that poor slave
Who daily piles up wealth in Mammon's cave,
Is nature felt, or can be; nor do words,
Which practised talent readily affords,
Prove that her hand has touched responsive chords,
Nor has her gentle beauty power to move
With genuine rapture and with fervent love
The soul of genius, if he dares to take
Life's rule from passion, craved for passion's sake;
Untaught that meekness, in the cherished bent
Of all the truly great, and all the innocent.
But who is innocent? By grace divine,
Not otherwise, O nature! we are thine,
Through good and evil thine, in just decrees
Of rational and manly sympathy.
To all that earth from pensive hearts is stealing,
And Heaven is now to gladden eyes revealing,
Add every charm the Universe can show,
Through every change its aspects undergo,
Care may be respited, but not repealed;
No perfect cure grows on that bounded field,
Vain is the pleasure, a false calm the peace,
If he, through whom alone our conflicts cease,
Our virtuous hopes without relapse advance,
Come not to speed the soul's deliverance;
To the disordered intellect refuse
His gracious help, or give what we abuse.

SECRET COUNSELS OF THE SOCIETY OF JESUITS IN LATIN AND ENGLISH, to which is prefixed a discourse on the authenticity of the work by ROBT. J. BRECKENRIDGE. 2nd American edition. Baltimore, J. COALE & Co. The Rev. Mr. Breckenridge is a man of talents and of high character. His object in ushering before the public this very curious pamphlet, with his sanction for its authenticity, is to put the people of America on their guard against the principles which, even in Europe, have banished the Jesuits from every nation. It is a strange and awful record, if true, or any thing like true, and if false or interpolated, it should be shown to be so. It is dedicated—as a sort of defiance we presume—to the Catholic Archbishop of Baltimore, who is called upon as a "gentleman, a scholar, and a Christian" to refute it, if false, or to admit its authenticity, if true.

THE LIFE OF ADMIRAL VISCOUNT ERMOUTH, by EDWARD OSLER, Esq., 1 Vol.—London, SMITH, ELDER & Co.—New-York, WM. JACKSON.—The lives of great commanders, whatever their nation, have a charm for most readers, and particularly for young ones. That of the gallant conqueror of Algiers, will not be found to lack the accustomed interest. It is a narrative of steady application to

his profession, ardent zeal, and deserved success. It is truly characterized by one of his own sayings.

"I have never known what fortune meant. I never chose my station, and never had a friend but the king's pennant; but I have always gone where I was sent, and done what I was ordered; and he who will act upon the same principles, may do as I have done."

THE KNICKERBOCKER for October; New York, WILEY & LANE.—Though late in the field, this month, this number is welcome, for many merits. It has indeed exceedingly clever papers on several subjects; from one of which, "an old man's Records," we make a striking extract, conveying a true story.

The first execution that I ever witnessed, was in London. I was also, by accident, a spectator of the dreadful deed which brought the wretched criminal to the gallows. I proceed to give a description of both the culprit and his act; of the causes which made him the former, and brought about the latter. All the scenes of this extraordinary and romantic catastrophe arise to my mind as vividly as if they had happened but yesterday.

On the evening of the seventh of April, 1779, I left my lodgings in the Strand, at an early hour, for Covent Garden Theatre. The house was filling, as I sought my box. The play was *Love in a Village*, and the cast for the night embraced some of the then most popular performers of the day.—There was a continual influx of beauty and fashion, until the dress circles assumed an appearance of absolute splendor. Plumes waved; jewelled hands lifted the golden-bound glass to the voluptuous eye; and all the pomp and circumstance of a brilliant auditory garnished the scene. One "taken" box still remained without its occupants; but at the close of the first act, they entered. A middle aged, but fine-featured and cheerful-looking gentleman, with an Irish physiognomy, handed into her place a lady of such surpassing loveliness, that, —the first glance being taken,—I could scarcely withdraw from her the patronage of my eye. She was dressed in the magnificent fashion of her time; her hair parting off from her temples and forehead like a wave, and falling in two large masses on either side of her polished neck. Her brow was high and clear; her eyes of heaven's own azure; her nose had the fair lines and nostril-curve of Greece; her cheeks and chin softly dimpled, and her ruby lips wearing "a smile, the sweetest that ever was seen." The dazzling creature took her place and adjusted her scarf with inimitable gracefulness. Her dress I well remember was in the height of taste; the white lace ruffles of her short sleeves terminating at the elbows, and showing the perfect symmetry of her hand and arm, as she plied her pretty fan, or peered through her glass at the *Pride of the Village*. I was quite overcome with admiration.

"Pray who can that be?" said I to a friend.

"What a question?" was the reply. "How ignorant you are! Not to know her argues yourself unknown. That is the splendid Miss REAY—the fair friend of Lord Sandwich, who is her protector. He has given her the protection that vultures give to lambs. She has borne him two or three lovely, cherub-like children. He is twice her senior in years,—has robbed her of her best treasure,—and it is strongly whispered that she loves him not. When in public, as at present, she is usually without him."

I did not prolong my inquiries, for the lady herself attracted my sole attention, to the utter disregard of the play. As I was gazing in that direction, I saw a person standing at the door of a box, near by, whom at the first glance I took for a maniac. His eyes glared with unsettled wildness; his pace was pale as death, and the damp hair hung in heavy threads over his forehead. He was looking at Miss Reay with an expression in which love and hate seemed to struggle for empire. He was well sized, handsome, and of goodly presence. He was dressed in black. I never beheld a countenance in which so much mental excitement was depicted. His lived lip moved as if in a kind of prayer; he would sometimes press his hand against his forehead or his heart; and finally, after a long and lingering look at the lady I have mentioned, raised his handkerchief hurriedly to his eyes, and disappeared.

I never remember to have passed an evening in

such perfect abstraction as this. The intoxication of beauty overpowered me; and so rapt had been my attention, that I scarcely knew when the play was over. I hurried out as soon as the curtain fell, and stepping to the Piazza, waited to see the fair creature enter her carriage. She passed by me, with her attendant, his epaulettes glittering in the lamp-light. A kind of enchantment possessed me, and a foreboding that some doleful disaster was about to happen. I was moving onward, and stood within a few feet of the lady, when I heard the loud and stunning report of a heavily charged pistol.—Another followed—and shrieks and groans resounded along the arches. I rushed towards the spot whence the deadly sounds proceeded, and found the brilliant being whom I have described, weltering in blood. The ball had entered her fair forehead, and her vestments were deluged with gore. The sight was horrid beyond description. She was perfectly dead. I penetrated the crowd that had surrounded the murderer. It was the same person that I had noticed in the theatre, and whose looks were so desolate. His face was white as snow; his eyes dilated, and his lips compressed; but his demeanor evinced a kind of peaceful tranquility, or dead stupor; the awful calm that follows a tempest of passion. The blood, and even portions of the brain of his victim were on his sleeve. Never shall I forget the terror of that scene! He had attempted immediately after killing Miss Reay, to destroy his own life; but his murderous weapon failed in its effect, and he stood mute before the multitude a personification of immoveable Horror.

I returned to my lodgings, but sleep fled from my eye-lids. The excitement of fixed attention during the evening, and the awful catastrophe I had witnessed, left me in a state of dread, and nervous feeling. If I slumbered, my slumbers were not sleep, but a continuance of melancholy scenes and impressions.

The next day, all the events which led to the deplorable deed I had witnessed, were brought to light. The murderer was a young clergyman, named *James Hackman*. He was formerly an officer in one of the British regiments; and being invited on one occasion to dine with Lord Sandwich at Hinchbrook House, he met Miss Reay, and soon became so desperately enamored of her as to weaken his health. He finally,—more probably for the purpose of being near the object of his love, than for any other cause,—left the army, took holy orders, and obtained the living of Wiverton in Norfolk.

Perhaps a more affecting and melancholy termination of unlawful love never occurred than this. Miss Reay had little or no affection for the nobleman who had so foully wronged her; and the first object of her passion was undoubtedly the young military clergyman. In the course of time he completely won her heart, and alienated her regard, if any she had, entirely from her first lord. He ultimately removed to Ireland; and on his return found the heart of his versatile mistress changed forever, and in favor of a third admirer. While, however, in the mutual "tempest, torrent, and whirlwind of their passion,"—while he was in the constant course of dishonoring the man whose hospitality he had so often enjoyed, (if dishonor it may be called, under the circumstances,) the epistles which the parties addressed to each other, breathe the very soul of feeling. Never, perhaps, was there a more awful exemplification, than in the case of these short-lived lovers, of the truth of Shakespeare's lines:

"These violent delights have violent ends,
And in their sweetness die."

During the lover's sojourn in Ireland, he wrote to his mistress, and in doing so, spoke unwittingly of pleasant female acquaintances that he had formed in that kingdom. This, I have reason to believe, was the first impulse to her estrangement. Her previous letters to him had been overflowing with affectionate sentiments. In one of them, speaking of her devotion, she says,—"I could die, cheerfully, by your hand,—I know I could." The letter to which I have just alluded, however, provoked the following reply:

England, 25th June, 1776.

"To Mr. —. Let me give you joy of having found such kind and agreeable friends in a strange land. This account you gave me of the lady quite charmed me. Neither am I without my friends. A lady from whom I have received particular favors, is uncommonly kind to me. For the credit of your side of the water, she is an Irish woman.

Her agreeable husband, by his beauty and accomplishments, does credit to this country. He is remarkable, also, for his feelings.

"Adieu! This will affect you, I dare say, in the same manner that your account affected me."

This letter, with others that followed it, soon brought Mr Hackman to London. He lodged, on his return, in Cannon's Court, and addressed an immediate letter to his mistress. The answer returned, purported to come from a female servant, writing by the sick bed of her lady, and at her dictation. The epistle was humbly written, and filled with prevarication and cold compliments. By degrees, the melancholy truth of the lady's estrangement was established. Proof of the most positive description was furnished. It drove the lover to despair—and he resolved on self-destruction. Information having been communicated to him at his parsonage at Norfolk, (whether before the full proof of his suspicions he had retired,) calculated to awaken every dark surmise, he hastened to London, where every thing was confirmed. In his first tumultuous resolve for self murder, he expressed his fears in a letter to a friend as follows: "My passions are blood-hounds, and will inevitably tear me to pieces. The hand of nature has heaped up every species of combustible in my bosom. The torch of love has set the heap on fire, and I must perish in the flames. And who is he will answer for passions such as mine? At present, I am innocent." His last letter before committing the deed for which he suffered an ignominious death, was addressed to a friend, and couched in the following terms:

7th April, 1779.—"To Mr. B——, My dear F——. When this reaches you, I shall be no more—but do not let my unhappy fate distress you too much. I strove against it as long as possible, but it now overpowers me. You know where my affections were placed; my having by some means or other lost her's, (an idea which I could not support,) has driven me to madness.—God bless you, my dear F——. Would I had a sum of money to leave you, to convince you of my great regard! May heaven protect my beloved woman, and forgive the act which alone could relieve me from a world of misery I have long endured! Oh! should it be in your power to do her an act of friendship, remember your faithful friend,
J. H."

In the afternoon of the day on which the preceding letter was written, Mr. Hackman took a walk to the Admiralty, from his lodgings in St. Martin's Lane, probably to take a last view of worldly objects, ere he plunged into the great gulf of Eternity. Near the Admiralty, he saw Miss Reay pass in a coach, with Signora Galli, an attendant. He rushed into the Theatre, in the desperate condition I have before described; and unable to control his thick-coming and bitter thoughts, returned to his lodgings, where he procured and loaded the pistols, with one of which he committed his dreadful crime. In his attempt to kill himself after Miss Reay, he was severely wounded. Mr. M'Namara, a gentleman who was assisting the lady into the coach, was so covered with blood, and filled with horror, that he was seized with violent sickness.—The mangled remains of the "Beauty once admired," were conveyed to the Shakespeare tavern, near the theatre, to await the coroner's inquest.

The unhappy clergyman was conveyed to Newgate, whence he addressed the ensuing note to a friend:—

8th April, 1779.—"To CHARLES —, Esq. I am alive, and she is dead. I shot her and not myself. Some of her blood is still upon my clothes. I don't ask you to speak to me. I don't ask you to look at me. Only come hither, and bring me a little poison; such as is strong enough. Upon my knees I beg, if your friendship for me ever was sincere, do, do bring me some poison!"

This was not furnished him—and his trial soon came on. I was present. The prisoner sat with his white handkerchief at his cheek, his head resting languidly on his hand. His face wore the gloomy pallor of the grave. The plea of insanity, put in by his counsel, did not avail. When he rose to offer his defence, many an eye glistened with the tears of pity. His words, hollow and sepulchral in their sound, seemed to come forth without their breath from his livid lips; while a large dark spot on his forehead seemed like a supernatural seal of ruin. His defence was brief, clear, and pointed. In the course of it he said: "I stand here this day the most wretched of human beings; but I protest, with that regard to truth which becomes my situa-

tion, that the will to destroy her who was ever dearer to me than life, was never mine, until a momentary frenzy overcame me, and led me to the deed I now deplore. Before this dreadful act, I trust nothing will be found in the tenor of my life, which the common charity of mankind will not excuse. I have no wish to avoid my punishment." This state of mind prevailed to the last. He hungered and thirsted for death. Lord Sandwich addressed him, anonymously, the note subjoined, to which I annex the reply:

"17th April, '79.—To Mr. Hackman, in Newgate: If the murderer of Miss — wishes to live, the man he has most injured will use all his interest to procure his life."

"The Condemned Cell in Newgate, Saturday Night, 17th April, 1779.—The murderer of her whom he preferred, far preferred to life, suspects the hand from which he has just received such an offer as he neither desires nor deserves. His wishes are for death, not for life. One wish he has: Could he be pardoned in this world by the man he has most injured? Oh my Lord, when I meet her in another world, enable me to tell her, (if departed spirits are not ignorant of earthly things,) that you forgive us both, and that you will be a father to her dear infants!"

J. R.
The rest of his time was passed in a state of mind almost too horrible to relate. Among his writings, were such records as these: "Since I wrote my last, I caught myself marching up and down my cell, with the step of haughtiness; hugging myself in my two arms, and muttering between my grating teeth—what a complete wretch I am! The clock has just struck eleven. The gloominess of my favorite Young's Night Thoughts, which was always so congenial to my soul, would have been still heightened, had he ever been wretched enough to hear St. Paul's clock thunder through the still ear of night, in the condemned walls of Newgate. The sound is truly solemn—it seems the sound of death. Oh that it were death's sound! How greedily would my impatient ears devour it! And yet, but one day more. Perturbed spirit!—rest till then!"

His dreams were tumultuous and dismal. In one vision, he saw himself in perdition, and having a distant view of Heaven, beheld his adored mistress walking with angels, and looking down with a look of peace and joy upon his miseries. She did not seem to know of them. "I could not go to her, nor could she come to me: nor did she wish it—there was the curse! Oh, how I rejoiced, how I wept and sobbed with joy, when I awoke and found myself in the condemned cell of Newgate!"

He met his fate at the scaffold with the firmness of despair. Only two or three years before, the criminal had attended the execution of the celebrated Dr. Dodd. I employ his very description of that scene, as a complete simile of that which attended his own death, as witnessed by me; and with it, close the melancholy tale: "At last arrived the fatal moment. The driving away of the cart was accompanied by a noise which best explained the feelings of the spectators for the sufferer. Did you never observe, at the sight or the relation of any thing shocking, that you closed your teeth hard, and drew in your breath hard through them, to make a sort of hissing sound? This was done so universally at the fatal moment, that I am persuaded the noise must have been heard at a considerable distance. For my own part, I detected myself in a certain manner, accompanying his body with my own."

His agony was soon over, and his cold form conveyed to its last couch of silence and oblivion.

FABULAS EN VERSO CASTELLANO, par Don F. M. SAMANIEGO. New York.

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All these school books, destined for the use of young persons learning Spanish and French, are from the press of Charles De Behr, of this city.—They are unexceptionable in character, and cheap in price.

THE PENNY CYCLOPEDIA, Vol 2—AN to AT—London, CHAS. KNIGHT—New-York, WM. JACKSON.—This second volume of this cheap and comprehensive Cyclopædia, is just completed, and commends itself in that shape to general circulation.

EUROPEAN INTELLIGENCE.

LATER FROM EUROPE.—By the packet ship *La dependence*, from Liverpool, we have our London files to the 26th ult.

English and French affairs, in the absence of the Legislative bodies of the two countries, both of which adjourned some time ago, are of little general interest. The Spanish quarrel now is the chief subject. A rumored worsting of the British auxiliaries—of which we had some pretended details by the way of *Havre* yesterday, turns out to be unfounded—as by our extract from Bayonne will be seen.

The French government have, it is confidently said, given assurances to the Spanish Cabinet that "in no event should a French army cross the Pyrenees."

The Paris dates are of the 24th. *Pepin* the reported accomplice of *Fieschi*, had been arrested anew.

Lord Durham, in the *Barham* frigate, arrived on the 2d in the outer harbor of Constantinople.

The *Toronto*, Capt. Griswold, which sailed hence on 2nd September, arrived in the Downs on the 19th.

The *Caledonia*, in which ship *Bowen*, of Custom House notoriety, was a passenger, had arrived.—Nothing of the pilot boat.

The morning Herald of 25th inst. has this paragraph.

The following is the postscript of our Paris letter, dated, "a quarter to Four o'clock, Wednesday, 23d."

"There are recent letters, in town, from Kalisch, which speak of the *rise*, at the sham fight in the early part of the month, as serious, and of the probability that the manœuvres would, in consequence, be curtailed. You will have observed that the Emperor Nicholas had arrived thither by Danzig, instead of Riga, as he had at first intended. The reason of this alteration of the intended route was the existence of a band of Polish outlaws in the woods near Riga. It no longer remains, however, for a *battu* having been ordered and made, the band was dispersed or hunted down. Its chief was arrested.

The population of Spain is 10,609,000 inhabitants. It is calculated that the provinces which have declared in favor of the Constitution have 7,986,000 inhabitants. If we add to these the 552,000 of the Biscayan provinces and Navarre, which have declared for Don Carlos, we shall find that the Queen's Government is supported by only 2,920,000 inhabitants out of the 10,609,000.—[French paper.]

The latest accounts from Milan, of the 5th, say that the Cholera had approached within a few miles of Milan. The Archduke Viceroy had declared his intention, as soon as a case of cholera should occur in Milan, to leave the Palace of Monza, and go to the capital. This resolution of the Prince, who is the father of a family, had made made a great impression in the city.

M. Pepin was arrested yesterday morning.—After a long search, the authorities succeeded in discovering that he had taken refuge at Magny, near Meaux, in the house of a farmer of that village. On Monday evening several police officers

were sent there from Paris, and at 4 o'clock yesterday morning the farm house was completely surrounded. Awakened by the noise, M. Pepin rose hastily, and was found only half dressed, in a back closet. He was immediately put into a post-chaise, and brought to Paris under a strong escort, and at two o'clock was locked up at the Conciergerie.

The *Sentinelle des Pyrénées* of the 19th instant, contradicts its preceding accounts of General Evans and 500 English prisoners having been shot by the Carlists.

The *Indicateur* of Bordeaux, in rendering an account of the action of Arrigorriaga on the 11th inst., states that during the action a whole company of the battalions of Castile, which are for the most part composed of Christiano prisoners, went over to the Queen's troops.

BAYONNE, Sept. 17.—For the last day or two the Carlist agents at Bayonne have been actively circulating accounts of the defeat of the Anglo-Spanish army, on the 11th instant, in the neighborhood of Bilbao, and which reports have been inserted in the *Sentinelle* and *Phare* of Bayonne of this day; fortunately, by the arrival, at an early hour this morning, of authentic intelligence from Bilbao up to the 12th instant, received by the Spanish Consul and other persons, these infamous falsehoods have been contradicted. An action had, however, taken place on the 11th at Arrigorriaga, about two leagues from Bilbao, but in which the British Legion had taken no part whatever. The Spanish troops under General Espartero had been alone engaged, and that General is said to have been slightly wounded, and the loss on both sides had been nearly equal, from 300 to 400 men put hors de combat. The details of this affair had not transpired, but despatches from Col. Wyld were also received this morning by the Spanish Consul, for His Britannic Majesty's Ambassador at Paris. The abominable falsehoods hourly circulated by the Carlists render it almost impossible to procure correct information at this place; and before these falsehoods can be contradicted, several days must elapse before any authentic intelligence from the Queen's army can come to hand; and when it is recollected that the Carlist reports and bulletins stated the loss of the Queen's troops and British auxiliaries at the affair of Hernani, near St. Sebastian, on the 30th ult., at upwards of 1000 killed and wounded—when it is known as a positive fact to every inhabitant, and individual in St. Sebastian that the loss of the Anglo-Spanish garrison did not amount on that occasion to one-tenth part of that number, viz. 13 killed, and from 70 to 80 wounded, it would be impossible to give credit to any future accounts or bulletins which the Carlists may think proper to issue of killed and wounded. The two battalions of French and foreign auxiliaries which have been assembling at Pau and Oleron, about 1,000 men in all, entered Spain a day or two ago, via Campfranc and Jaca, to join General Cordova. Considerable convoys of horses, and even of cattle, have lately passed the frontiers for the Carlists; indeed, it is quite clear that there is no difficulty in supplying them with every thing they require.—The Spanish Vice-Consul at Bayonne, the Chevalier d'Urraca, lately appointed, has been suspended from his functions by order of the Spanish Ambassador in Paris, awaiting the decision of the Spanish Government at Madrid thereon. No cause whatever has been assigned.

General Count Harispe, who has been residing lately at his country seat near St. Jean Pied de Port, is expected at Bayonne on Saturday.

LONDON CITY—EVENING, SEPT. 24.—The accounts which we have received from Madrid reach to the 18th September; from their contents we learn that M. Mendizabal, as we had previously stated, had received the commands of the Queen Regent to reorganise the Administration. M. Mendizabal's appointment as Finance Minister is confirmed; Las Heras is to be Minister of the Interior, *ad interim*, whilst it is expected that Gil Cendra will eventually fill his place, with the support of General Alava and Senor Arguelles. In addition to these circumstances the tone of the private letters have been deemed here extremely favorable by the old Constitutionalists of Spain. They confirm to a great extent our former statement, and afford strong countenance to the impression that the political modifications of the new Government will eventually tend to the future prosperity of the Spanish kingdom.

The address of M. Mendizabal to the Queen

has created no small attention here, in consequence of the absence of political bombast, considered to be the organ of assistance towards the Constitutionalists; hence the confidence which has been displayed in his future financial plans. Other of our private letters inform us that arrangements were made for the disposal of the Church property, by which the present incumbents would receive a compensation in land devisable on their demise to their trustees. This arrangement was considered likely conciliate, as so many Spanish families are engaged in religious occupation.

The tone of the British Money Market continues to wear a degree of firmness that for a long time has not been exhibited, and the purchases made by order of the Accountant-General to the extent of 330,000 gave the market some degree of impulse; and this clearing out of Money Stock must practically ensure a steadiness in the Consol market. Consols closed to-night at 91 1-4 money, and 91 3-8 time. The New Three-and-a-Half per Cents are 98 3-8, and Omnium, 4 3-8. India Stock, 255 1-2, and Bank Stock, 211 1-2 for the opening.

Bourse, Monday, Sept. 21.—The Rents have again improved. The only probable cause of this is the rise in the English funds. The market is very firm. The Spanish Securities have risen considerably; the monied men seem to have a high opinion of the financial capacity of Mendisabal.

LAST PRICES.—Five per Cents., 107f. 90c.; Three per Cents., 80f. 60c.; Five per Cents., Spanish, 34 1-2.

THE FOREIGN NEWS received by the *Independence* on Saturday was very hastily given. We now add many details.

The address of *M. Mendisabal* to the Queen of Spain, before he was charged by her with forming a Cabinet, will be found among our extracts. The antecedents, and known opinions, of *M. Mendisabal* give assurance that all that can be done for liberal opinions in Spain, will be, by him. The *Journal des Debats* is not at all satisfied with *M. M.'s* appointment or doctrines. The English ministerial papers are much pleased with it. The Quadruple alliance, however, between England, France, Portugal and Spain, for the restoration of order in the latter, seems virtually dissolved, since each of the three first named powers has now distinctly refused, when applied to in behalf of the young Queen, to interfere by force.

The camp at *Kalisch* had broken up, and the Sovereigns, including the Emperor of Austria, were about to meet in Congress at *Toplitz*. Concerning the objects of that meeting, much solicitude and jealousy are expressed in the English papers.

The news from Italy contained in these papers is not without interest. Alarm has been felt for the public tranquility, though on what ground is not stated; but it is noticed that a report is in circulation that the French Government has proposed to occupy several points in the Roman States.—Cardinal *D'Acquas* has arrived unexpectedly at Rome, on a secret mission, as is supposed, from *Louis Philippe*. The King of Naples has collected a large force for the ostensible purpose of reviewing it. The cholera still fills the Italians with anxiety; but at Rome it has had the good effect of inducing the people to conquer the habit of burying their dead in the churches of the city, and several burying grounds are preparing outside the walls. One was consecrated on the 3d ult. The services of *Our Lady* are as actively called into operation in Rome as in Bavaria and Spain, the dread of the cholera being apparently the principal motive for the increase of devotion. We quote the paragraph that it may speak for itself:—

"There is to be a great procession to implore Heaven to remove the evils which now afflict Christendom. An image of the Virgin *Madonna delle Neve*, which has not been visible for many years will be carried in the procession to *St. Peter's*. The Pope, Cardinals, and Clergy will attend."—[*Allgemeine Zeitung*, Sept. 21.]

The German papers, mention that crowds of Italians have taken refuge in Bavaria from the cholera, and that *Our Lady*, who in Spain has to lead the armies of *Don Carlos*, in Bavaria is engaged to keep up a cordon of health, and preserve her faithful Bavarians from disease. Her votaries certainly require from her important services in return for their worship.

A new minister to this country has been appointed, as by the annexed extract from the *Royal Gazette* will be seen.

Foreign Office, Sept. 23.

The King has been graciously pleased to nominate and appoint *Henry Stephen Fox, Esq.*, now his Majesty's Envoy Extraordinary and Minister Plenipotentiary to his Majesty the Emperor of Brazil, to be his Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States of America.

An important item to our East India trade is thus announced.

Thursday Evening, Sept. 24.

Money Market and City Intelligence.—The desire which the merchants connected with Singapore have often expressed, that the American vessels should be allowed to trade between that settlement and the United States, as an important ameliorating feature in their commercial transactions, has at length been accomplished, as will be seen by the following answer from the President of the Board of Trade to an application on the subject from *Mr. Thomas*, which legally authorizes the opening of the trade:—

Treasury Chambers, Sept. 1.

"Sir,—Having laid before the Lords Commissioners of His Majesty's Treasury your letter of the 20 of May last, requesting their opinion on the subject of the right of the Americans to trade between the United States and Singapore, I am commanded by their Lordships to acquaint you, that, on an investigation of the subject, and a communication with the law officers of the Crown, they are advised that the Americans are legally authorized to trade between the United States, or any port of the United Kingdom, and Singapore, as also between the United States and any port of the British possessions in the East Indies.

I am, sir, your obedient servant,

F. BARING.

To *Charles Thomas, Esq. 71, Connough-terrace.*

Mr. O'Connell is making a progress of agitation throughout Great Britain. Passing through Northumberland into Scotland, he was entertained at Newcastle and afterwards at Edinburgh.—His great day, however, was at Glasgow, where, it being Monday, 200,000 operatives and others were assembled on the Green to greet him,—to whom he made a speech. A *soirée* followed, admission three shillings per head, for which, a cup of coffee, a slice of bread, and a bottle of whiskey punch, were supplied. *Mr. O'Connell* there spoke again, but the boys became uproarious before the play was out. The next day a great dinner was given, at which, "the sovereignty of the people," was drunk as the third regular toast, after the King and Queen. On *Mr. O'Connell's* health being proposed, he delivered a long speech, in which he avowed, that "his mission was to produce a reform in the House of Lords." Whether such eloquence and arguments as those we extract below, will prevail in a country, where the schoolmaster is said to be abroad, we do not undertake to judge.

Referring to the Lords, *Mr. O'Connell* said—

They put him very much in mind of a practice sometimes followed in his country, of taking off the ears of a pig, and greasing its tail, and then allowing it to become the property of the first person that could hold it. (Laughter.) There they are, the soaped and greased heads of society. (Cheers.) There they are, the real swinish multitude—(loud cheers)—as ignorant and mulish as their prototypes. (Cheers.) There was a countryman once went from *Kilcullen* to *Naas* to purchase a pig—(A laugh)—well, he bought one, and as he was driving the pig from *Naas* to *Kilcullen* he met a friend, who asked him where he was driving it to;

he answered to *Dublin*; on which his friend said he was taking the road to *Kilcullen*. Silence, says the other, if the pig hears he's going to *Kilcullen*, he'll be off to *Dublin* in a minute. (Laughter.)—That was just like the House of Lords. (Great laughter.) Only let him (*Mr. O'Connell*) say he was for *Dublin*, and the Lords were off in an opposite direction. (Cheers.) This was literally the case with the Lords. There was *Londonderry*, snorting and squeaking—(laughter)—*Winchelsea*, piously groaning—(loud laughter)—and *Wellington*, the swine-herd General. (Continued laughter.) There they floundered about in the mud, and if the people do not choose to submit to have the mud thrown on them, they must insist that a parcel of oxen shall not be arrayed in the panoply of armor, but that human beings shall fill their places; that swinish propensities be banished from among the rulers of the nation. (Cheers.) They have now made the House of Commons, the House, in a great measure, of the people. But the work is not finished. He never heard that Scotland was in the habit of leaving half done work. He had, as they said, in his country, a pretty notion that they didn't like half finished jobs. (Loud laughter.) Would they leave the piece in the loom half finished—would they on any pretence take a half hog for a man. (Cheers.) The Lords had driven us to this point. There would be no need for change if the Lords acted with sense, and went with us; but when they would only pay the people 10s. 6d. per pound of their just debt, they were telling us, as *Anglesea* once told him (*Mr. O'Connell*) agitate, agitate, agitate; and here we are taking their Lordships' advice. Having shown them the futility of reform unless we had a reform of the House of Lords; having shown them that there was no use of a Reformed House of Commons, if they were to have the *Apsley House* Divan, declaring that they would reject their measures, the toast he had to propose was "A speedy Reform of the House of Lords." (Hear, hear.) It was idle to congregate as they now did, and avow the necessity of a Reform in the House of Lords, if they were to fall asleep afterwards, without making any exertion for its accomplishment. No one could gain any advantage for his country, unless he continued the struggle. Down with the House of Lords—(Cheers)—and the present scheme of legislation. Down with the oligarchy. (Cheers.) Down with the *Apsley House* coterie. (Cheers.) Down with the swinish multitude. (Cheers.) They all agreed in this.

Mr. Osbaldeston, of sporting fame, has become the lessee of *Covent Garden Theatre*.

The French frigate *Didon*, mounting 60 thirty two pounders, with a picked crew of 465 men, had arrived at *Plymouth*, having for second Lieutenant the *Prince de Joinville*, third son of *Louis Philippe*. He was visited and received with royal honors.

The Duke de Nemours second son of *Louis Philippe*, had completed his tour in England, and was about returning to France.

Bellini, the composer of *Norma* and *I Puritani*, died on the 23d September, at *Pietanza*, near Paris. He was only 29 years old.

The Princess *Lieven*, whose skill as a petticoat diplomatist, was long felt in England, was, at the latest dates, in Paris, negotiating, it is said, a marriage between the Duke of Orleans and the eldest daughter of the Emperor of Russia.

TEXAS.—From the annexed extracts from New Orleans papers, it would seem that the disturbances which have so long agitated Texas, are likely to terminate in open war with Mexico.

The appeal of *Ex-Governor Houston*, and of several New Orleans newspapers, to citizens of the United States to take part in a war against a friendly nation, will we trust be frowned upon, both by the considerate portion of the public press, and by the federal government.

Our obligations to Americans who choose another country for their residence, cease when they leave their native soil; and it would be a mistaken sympathy, as well as an unjust and impolitic indul-

gench, to take part in any quarrel, in which the American and Spanish American population of Texas may be involved.

SAN FELIPE, Sept. 19, 1835.—Dear sir: War is upon us—there is now no remedy. The answer of Cos, is positive that the individuals demanded must be given up, and that the people must unconditionally submit to whatever the government chooses to do for them. He lays down the principle, that the general government have the right to force us to submit to any reform or amendment, or alterations that Congress may make in the constitution, &c. This is impossible—we had better leave the country at once, for we shall be under the Cos doctrine, without any rights or guarantees of any kind. I therefore think that war is inevitable; we must prepare. What do you think of raising a volunteer corps to protect the consultation, and having it ready without delay? I think it probable Cos will attack the people on Guadalupe in a short time—they expect aid, and ought to have it. I shall send to Nacogdoches immediately.

S. F. AUSTIN.

W. D. C. HALL, Esq.

WAR.—Information was received last night by express, that Gen. Cos landed at Copeno with 400 men; arms and ammunition.

An expedition is now raising in the lower country to take the field at once. They are called upon to rendezvous at League's old place on the Colorado on the 29th of this month.

Every man in Texas is called upon to take up arms in defence of his country and his rights.—Those who can join the expedition on the 29th are requested to do so; as they can join it at James Kerr's, on the La Vaca which will be the principal rendezvous.

A corps of reserve will be formed to march for and sustain the advance. Those who cannot join the advance are requested to unite with the reserve and report themselves to the committee of safety in this place.

It is expected that each man will supply himself with provisions, arms and ammunition to march with.

Arrangements will be made for permanent supplies as soon as possible.

S. F. AUSTIN, Chair. of Com.

September 22, 1835.

The following is from the New Orleans Bee Extra, of October 13th. The intelligence is from the Red River Herald Extra:—

Highly important from Texas. War in Texas—Gen. Cos landed near the mouth of the Brasos with 400 men.

Isaac Parker has just arrived from Texas, bringing the intelligence that Gen. Cos has landed near the mouth of the Brasos with 400 men, with the intention of joining the 700 Federal troops stationed at San Antonio de Bexar, and marching upon the people of Texas. He has issued his proclamation declaring that he will collect the revenue, disarm the citizens, establish a military government, and confiscate the property of the rebellious. Messrs. Johnson and Baker bore the express from San Felipe to Nacogdoches. Stephen S. Austin has written to several citizens of Nacogdoches, that a resort to arms is inevitable.

They have hoisted a flag with "The Constitution of 1834," inscribed on it, and two hundred freemen gathered around it, determined to stand or fall with it.

We subjoin the following letter from General Houston to the gentleman who brought the intelligence.

SAN AUGUSTINE, TEXAS, }
Oct. 5th, 1835. }

Dear Sir—At your request I hand you a memorandum, that you may be informed of our situation. War in defence of our rights, our oaths, and our constitution is inevitable in Texas!!

If volunteers from the United States will join their brethren in this section, they will receive liberal bounties of land. We have millions of acres of our best lands unchosen and unappropriated.

Let each man come with a good rifle and one hundred rounds of ammunition,—and to come soon.

Our war-cry is "Liberty or Death!" Our principles are to support the constitution, and down with the usurper! Your friend,

SAMUEL HOUSTON.

To Isaac Parker, Esq.—Present.
We have no time to make any comments. The

people of the United States will respond to the call of their brethren in Texas!—Red River Herald Extra.

Those gentlemen friendly to the rights of free and republican governments, are requested to meet at the Red River Exchange, this evening; at half past 7 o'clock, to take into consideration the situation of their fellow countrymen in Texas.

Natchitoches, Oct. 7, 1835.

NOTICES OF APPLICATION TO THE NEXT LEGISLATURE.—Act empowering the President, Directors & Company of the Union Bank in the city of New York, to increase their capital stock one million of dollars.

For the charter of a Mutual Fire Insurance Company, to be located in the city of New York, to be called the New York Mutual Fire Insurance Company.

To increase the capital stock of the Bank of New York, in the city of New York, one million of dollars.

To increase the capital of the Oswego Bank, \$50,000.

To increase the capital stock of the Merchants' Bank of New York, five hundred and ten thousand dollars.

To incorporate a company with the necessary capital to construct a Tunnel under the Hudson river, for the purpose of rail-road and other communication between the city of Albany and the opposite side of the said river.

[From the Charleston Patriot.]

COMMERCIAL IMPROVEMENT OF CHARLESTON.

—As it is highly probable that a public meeting will be called for the purpose of responding to the resolutions passed at Cincinnati, in relation to the contemplated Railroad from the Ohio to the tide waters of this State, it must be all important to give the public mind a proper direction, if possible, on this subject. We have said that by the continuation of our present Railroad beyond its existing line of termination at Augusta, to the Muscle Shoals, all the advantages of the proposed Railroad from Paris in Kentucky, across the country, to Charleston could be obtained by connecting these lines at some point at or in the vicinity of those Shoals. The advantage of giving this direction to any Railroad connecting Charleston with Ohio is obvious on the least inspection of the map. By going round the Cumberland ridge and the Alleghany chain, instead of crossing these Mountains, an immense saving of expense, of time and difficulty of execution would be effected. Instead of the proposed Railroad having to traverse numerous large streams, with a double range of mountains and a territory of sparse population, if carried round those ridges to the South West, it would pass through a comparatively flat, champaign country, with a few large rivers intersecting it, abounding in products of the utmost value and thickly populated. The distance is but very little more than that estimated in a direct line between Charleston and Paris, in Kentucky, where a railroad has been already constructed to the banks of the Ohio. Let us first show this.

Starting from Paris across Western Tennessee in a South West direction and parallel to the Cumberland ridge we reach Nashville, a distance in a straight line of about 200 miles from Paris; from Nashville to the Muscle Shoals is about 100 miles more. The Union railroad from Charleston to Augusta will be soon extended to Athens, in Georgia, as the distance between Augusta and Athens is now under contract. From Athens, in a direct line to some point on the Chatahoochie river, is from 40 to 50 miles. From the Chatahoochie to Decatur in Alabama, the Eastern termination of a railroad round the Muscle Shoals to Tusculumbia (already completed, being a distance of 60 miles) is 200 miles. The distances may be therefore estimated thus:—

| | |
|--|------------|
| From Athens to a point on the Chatahoochie | 45 miles. |
| From the Chatahoochie to Decatur | 200 |
| From Decatur to Nashville | 100 |
| From Nashville to Paris, in Kentucky | 200 |
| | — |
| | 545 miles. |

These distances are not given with minute accuracy, but they are sufficiently so for our purposes.

It will be thus seen that the route proposed by

us, although somewhat more circuitous, is but 70 miles more in extent than that proposed, while it avoids all the difficulties to be met with in crossing extensive ridges of mountainous country and will bring us into the heart of those productive regions in Alabama and Tennessee which it was the original purpose of our railroad to effect. Between Paris, Nashville, and Decatur, the road we suggest would form an obtuse angle, but being carried considerably to the South West of a straight line between Cincinnati and Charleston, it is capable of being united to the Union Railroad with comparatively so little difficulty and expense that we have no hesitation in saying that if the two places should be united this is the proper route.

The only natural difficulties to be overcome in all this distance are Look Out and Raccoon Mountains, in North Alabama, which must be crossed to unite the Chatahoochie with Decatur. The Look Out Mountain is 10 or 12 miles across and is perfectly level for the whole extent of its summit, while the ascent to it going West, is so easy that the traveller is not aware he is ascending an elevation until on the other side, where it is somewhat more steep, pursuing the road now in use, but not at the spot a railroad would traverse. The Raccoon Mountain is 21 miles across and is in all respects similar to Look Out in its gradual ascent and descent with a perfectly level surface also at its summit. It is the impression of persons who have visited the spot, that nature intended this section of country for a railroad communication, in her formation of it, and that there will be more difficulty and expense in constructing the road from Athens to the Chatahoochie than from thence to the Muscle Shoals.

[From the Newburgh Gazette of Saturday.]

The following gentlemen were this day elected Directors of the Hudson and Delaware Railroad Company:—Thomas Powell, John Forsyth, Nathaniel Dubois, John W. Knevels, Benjamin Carpenter, David Crawford, Oliver Davis, John Ledyard, Christopher Reeve, David W. Bate, John P. Dewint, Jas. G. Clinton, Samuel G. Sneden.

This is one of Newburgh's proudest days, and will be the commencement of a new era in its existence. There is no longer a doubt with regard to the construction of the Delaware and Hudson Railroad. The directors have this day been chosen—they are men of determination and perseverance, who will never falter until every section of the road shall be completed. Among the directors are the original proprietors of the work, who have spent their time, their money, and their influence in forwarding it to its present state—and that time, money, and influence is pledged for its completion. We owe much to these men, and will remember long the personal sacrifices they have made—their expanded ideas of public good; and their restless anxiety to promote the interest and advance the character of our village, has devised the measures which have laid the foundations of our future prosperity. When mists and darkness were gathering fast around us, they with a keen and discerning eye saw the whole heavens illumined beyond, and stepped forth and with a strong and nerved arm scattered the mists and darkness, and let in the splendor of a bright and prosperous day. Their deeds will praise them and they will have received an ample reward in witnessing the effects of their efforts—for soon they will see trains of cars rolling down to our landings the products and population of the mighty west—our bay filled with vessels of every burden from every port, and our villages rising to a city, shall extend over our heights and along our shores sending a healthful influence throughout the entire country.

REAL ESTATE.—Two large sales were brought out yesterday—the one city property, by Messrs. Bleckers, and the other 857 Lots of ground at Williamsburgh, by Franklin & Jenkins. This last being unproductive property, was looked to with great interest, as it would probably test the feeling towards what is termed speculative property. The sale was crowded, and would do justice to the month of January. The property was situated about a mile from the ferry, and sold beyond the most sanguine expectations. Every lot was sold, averaging about two hundred and fifty dollars. The gross sales were over two hundred and twenty thousand dollars, and paid the owners a net profit of over one hundred and forty thousand dollars on the purchase, which was made about fifteen months since.—[Daily Adv.]

INTERNAL IMPROVEMENT CONVENTION.—In accordance with the views of a large number of the friends of Internal Improvements, a State Convention has been called, to be held at Utica, on the 11th day of November next, to be composed of Delegates from all parts of the State, for the purpose of adopting measures to promote a general system of Internal Improvements, which shall develop the great and important natural advantages possessed by the State of New-York, and with a view of securing to this City the beneficial intercourse of the great West, to which by nature it is so eminently entitled. In accordance, therefore, with this call, the citizens of New-York are respectfully invited to attend a meeting, to be held at the Merchants' Exchange, on Monday, 2d November next, at 12 at noon, for the purpose of selecting Delegates to represent the City and County of New-York in said Convention.

New-York, October 30th, 1835.

(Signed)

C. W. LAWRENCE,
R. RIKER,
T. PHENIX,
JOHN R. PETERS,
SAMUEL B. RUGGLES,
JAMES G. KING,
STEPHEN WHITNEY,
SILAS M. STILWELL,
RICHARD M. BLATCHFORD,
C. & J. BARSTOW & Co.,
HENRY I. WYCKOFF,
HENRY S. WYCKOFF,
JONATHAN GOODHUE,
WM. HAGADORN,
J. R. MANLY,
M. M. QUACKENBOS,
GIDEON OSTRANDER,
ELLIS POTTER,
HIRAM WALWORTH,
RICHARD L. SCHIEFFELIN,
M. ULSHOFFER,
JAMES CAMPBELL,
WM. H. BUNN,
C. W. SANDFORD,
GEO. B. SMITH,
JNO. FAIRLIE,
GEO. S. MARSHALE,
JNO. L. MASON,
J. M. LOWNDS,
JOHN FELLOWS,
GEO. B. THORP,
J. D. WHEELER,
LIV. LIVINGSTON,
THOMAS LANE,
J. A. SIDELL,
ANDREW WARNER.

INTERNAL IMPROVEMENT CONVENTION.—In accordance with the views of many of the friends of internal improvement, residing in different parts of the State, a Convention is to be held at Utica, on the 11th of November, for the purpose of consultation; with a view of devising measures which shall give renewed impulse to that spirit of improvement which has placed the State of N. York first and foremost amongst States and nations for enterprise and public spirit. This Convention is to be composed of Delegates from different, it is much to be desired from all, parts of the State—and their object is to interchange opinions, and to adopt measures, which shall, if possible, produce a general, a universal determination

throughout the State, to carry out, to its full extent, that grand system which was so fortunately and so successfully commenced with the Erie and Champlain Canals.

To this City, this Convention is of immense importance—to this City, indeed, more than to any other one place, it is of the greatest importance—as what the heart is to the human system, so is this City to the State at large.

Canals and Railroads are to the body politic what arteries and veins are to the body human—and in whatever part of the State a work of the kind is made, the freight to be transported upon it is either destined mainly for, or from, this City. It matters little, in truth, what be the direction of the work, as business, like the needle, will find the point of greatest attraction, and therefore, with ordinary facilities, must find this City.

With a view of increasing these facilities, we publish to-day a call, signed by some of our most respectable citizens, for a meeting to be held on Monday next, at the Merchants' Exchange, for the purpose of appointing Delegates to attend the State Convention at Utica, on the eleventh of November. It is therefore a matter of vital importance that the MERCHANTS of New-York should attend this meeting, and select from their own body able and judicious men—men of enlarged and liberal views, who duly appreciate the natural advantages and facilities which the State of New-York possesses, and who are able and willing to stand forward, and advocate the cause in which all, but the Merchants especially, are so deeply interested.

The meeting will undoubtedly be well attended, and able and judicious men selected as Delegates.

Annexed we publish the proceedings of a Convention held at Cattaraugus county, at which Delegates were appointed to attend the Convention—and we understand that many other counties will also appoint Delegates.

At a meeting of the citizens of the county of Cattaraugus, held at the Court House, in the village of Ellicottville, on the 10th day of October, 1835, for the purpose of nominating Delegates to attend an Internal Improvement Convention, to be held at Utica; the Hon. Benjamin Chamberlain was called to the chair, and Israel Day appointed Secretary.

On motion, Resolved, That Isaac Carpenter, Henry Bryan, Frederick S. Martin, Anson Gibbs, and Phineas Spencer be, and are hereby, appointed delegates to attend the Convention to be held at Utica.

On motion, Resolved, That Benjamin Chamberlain, G. A. S. Crooker, D. Day, Emery Wood, Tilly Gilbert, Ebenezer Jones, Richard Wright, Moses Beecher, David B. Jewet, Nelson Green, A. Bugher, Ashbel Bushnell, A. G. Bush, Howard Peck, John A. Kennicutt, Eber Holmes, George Graham, Isaac Hull, Silas Nash, Ralph Johnston, and Samuel Harvey be, and are hereby appointed a Committee of Vigilance for the county of Cattaraugus.

On motion, Resolved, That G. A. S. Crooker, Asa

Hazen, Anson Gibbs, Robt. H. Shankland, and Israel Day, be a Committee to draft a memorial to the Legislature of this State, for the grant of a charter for a Canal from Rochester to Olean: Also a memorial for aid in constructing the New-York and Erie Railroad.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and published in the several papers in Cattaraugus county.

B. CHAMBERLAIN, Ch'm.
ISRAEL DAY, Sec'y.

ENGINEER DEPARTMENT, BALTIMORE AND SUSQUEHANNAH RAILROAD COMPANY.

October 19, 1835.

To Contractors.—Proposals will be received between the 20th and 25th of November next, for the Graduation and Masonry on 20 miles of this Road.

ISAAC TRIMBLE,
Engineer B. & S. R. R. Co.
WILLIAM GIBBS MCNEILL,
Consulting Engineer.

ENGINEER DEPARTMENT, WRIGHTSVILLE AND YORK RAILROAD COMPANY.

October 19, 1835.

To Contractors.—Proposals will be received in York, Penn., between the 20th and 25th of November next, for the Graduation and Masonry, of the whole line of Road.

ISAAC TRIMBLE,
Engineer W. & Y. R. R. Co.
WILLIAM GIBBS MCNEILL,
Consulting Engineer.
Oct 31.—3t.

TO TUNNEL MINERS, DRILLERS, &c.

Wanted, immediately, 40 Tunnel Miners, (Cornish Miners will be preferred,) 80 Drillers, 50 Laborers, and two experienced Mine Blacksmiths, on the New York and Harlem Railroad, about five miles from the City. Liberal wages will be given, and cash payments made every fortnight. Apply at Mr. FOWLER'S, St. John's Hall, Bankfort street, New-York.

JOHN BUTTER, Contractor.

The Albany Argus, Philadelphia U. S. Gazette and Pennsylvania, will please copy this, and send their bills to the Railroad Company, 14 Wall street, New-York. 25—4t

TO TUNNEL CONTRACTORS.

Proposals will be received by mail, or otherwise, for excavating a Tunnel on the summit of the Sandy and Beaver Canal. The Tunnel is 900 yards long, the material to be removed is a soft sand-stone rock, the highest part of the ridge through which it passes is about 90 feet above the top of the Tunnel. As the deep cuts at the termination are not excavated, most of the material will have to be removed through shafts. Proposals must be accompanied with good recommendations, as to skill and competency.

E. H. GILL,
Engineer.
28—6t

New-Lisbon, Ohio, Sept. 17. 1835.

NEW-ORLEANS AND NASHVILLE RAILROAD.

NOTICE TO CONTRACTORS.

The New-Orleans and Nashville Railroad Company having decided to place under contract the first fifty miles of the Road, on the 15th day of December next, Proposals will be received at their Office, in the City of New-Orleans, from the 15th of November to the 15th day of December next, for the Graduation and Bridging of the same. The Superintending Engineer, R. S. Smith, will be upon the ground to give every explanation relative to the manner of making Proposals, and such other information as may be required.

Of persons not personally known to the Engineer, there will be required certificates of character and qualifications. This part of the road, extending along the shore of Lake Pontchartrain, is perfectly healthy throughout, and being the commencement of the most extensive work in the world, it cannot fail to be of great importance to Contractors to identify themselves with the work at its commencement, as those who are known to the Company as responsible and efficient will certainly be preferred to strangers during the future progress of the road.

The country through which the line passes is generally high pine ridge, and perfectly healthy.

H. J. RANNEY,

Chief Engineer N. O. & N. Railroad.

Engineer Office, N. O. & N. Railroad,
Aug. 25, 1835. 37

AMES' CELEBRATED SHOVELS,

SPADES, &c.

500 dozens Ames' back-strap and plain Shovels,
75 do do round-pointed do
150 do do cast steel Shovels and Spades,
100 do do Socket Shovels and Spades,
150 do do steel plated Spades,
Together with Pick Axes, Churn Drills, and Crow Bars, steel pointed, made from Salisbury refined iron. For sale by his Agents,

WITHERELL, AMES & CO.
2 Liberty street, New-York;
BACKUS, AMES & CO.
8 State street, Albany.

34—yt

RAILROAD IRON.

300 tons of Railroad Iron of the T pattern. Just imported and for sale by HOWLAND & ASPINWALL,
55 South street.